THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.

H. M.'s Legation, Shanghai, 22nd June, 1860.

E. ST. JOHN NEALE,
Secretary of Legation.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ in China, of all Notifications proceeding from Her Britannic Majesty's Legation and Consulates in Japan.

H. B. M.'s Legation, Yedo, 20th July, 1861.

LAURENCE OLIPHANT,
Secretary of Legation.

VOL. XV., N°. 739. SHANGHAI, SATURDAY, SEPTEMBER 24, 1864. PRICE, TAELS 15 ₸ ANNUM.

INTIMATIONS.

NOTICE.

CONSULATE GENERAL OF SWEDEN AND NORWAY.

Shanghai, September 13th, 1864.

THE Undersigned having been appointed Consul General in China for His Majesty the King of Sweden and Norway, has this day entered on the duties of his office.

F. B. FORBES,
Consul General.

15oc 504

CONSULATE GENERAL OF THE UNITED STATES.

Shanghai, July 9th, 1864.

To D. LEROY, *Absconding Debtor.*

WHEREAS, A. E. ROSENTHAL, Esq., member of the firm of Messrs. BLUM, BROTHERS & Co., of Shanghai, personally appeared before me, GEO. F. SEWARD, *United States Consul General*, and made Oath that the firm now or lately doing business in Shanghai, under the name of DUNN & Co., whereof you are a member, is indebted to said firm of BLUM, BROTHERS & Co. in the sum of dollars 2638.50.

Therefore you are hereby notified, that your property in the hands of Messrs. ANGEL & Co. of Shanghai, is attached for the payment of said debt, with interest and costs, and that unless you appear before me within six months from this date, to answer in a suit commenced against said firm of DUNN & Co. by Messrs. BLUM, BROTHERS & Co. to recover said sum, Judgment will be given against you, for said sum, interest and costs.

GEO. F. SEWARD,
U. S. Consul General, Actg. Judicially.

30jy-65 483

Estate of Rt. Rev. WM. J. BOONE, *deceased.*

ALL persons having claims against, or who are indebted to the above Estate, will please communicate with the undersigned, on or before the 15th October.

H. W. BOONE,
Executor.

15oc 501 Shanghai, 9th Sept., 1864.

NOTICES OF FIRMS.

NOTICE is hereby given that on the 30th of April last, Mr. ENOCH REISS and Mr. ISAAC REISS retired from our firm and Mr. FRIEDERICH REISS was admitted a partner.

REISS & Co.

8oc 506 Shanghai, Sept. 15th, 1864.

NOTICE.

MR. CLAUDE AUGUSTUS REES, is authorized to sign my name per procuration from this date.

F. R. GAMWELL.

17de 507 Shanghai, Sept. 10th, 1864.

NOTICE.

WATSON, CLEAVE & Co. from ALLEN & HANBURY'S of London, and Messrs. DUNCAN & FLOCKHART'S, of Edinburgh, beg respectfully to announce that they have commenced Business as Chemists and Druggists, in the *Nankin Road*, near the Bund, and are prepared to give great attention to every department of the trade.

All Prescriptions will be carefully prepared under the immediate superintendence of Mr. CLEAVE, late of Messrs. ALLEN & HANBURY'S and of the Hongkong Dispensary.

Hong Name,
大藥房 *Ta Yo Fong.*

tf 496 Shanghai, 16th Aug., 1864.

NOTICE.

MR. EDWARD CHARLES ESSEX is authorized to sign our Firm in China.

GEO. BARNET & Co.

20oc 492 Shanghai, 19th Aug., 1864.

NOTICE.

MR. JAMES HANSON WRIGHT and Mr. WILLIAM STRACHAN MCLEAN are this day admitted Partners in our Firm in China.

DOW & Co.

1oc 459 Shanghai, 1st July, 1864.

NOTICE.

THE Undersigned has this day established himself as a *General Broker, Auctioneer and Commission Merchant* at this port.

JOHN THORNE,
公和 *Kung-ho.*

tf 435 Shanghai, 12th March, 1864.

NOTICE.

THE interest and responsibility of Mr. DUNCAN FLETCHER in our Firm ceased on the 30th June, 1864.

Mr. WALDEMAR SCHMIDT, Mr. JAMES GILFILLAN, Mr. ALEXANDER DOWNIE and THOMAS MURDOCH DRYSDALE are this day admitted Partners in our Firm.

Our Firm now consists of Mr. ARCHIBALD CAMPBELL, Mr. WALDEMAR SCHMIDT, Mr. JAMES GILFILLAN, Mr. ALEXANDER DOWNIE, and Mr. THOMAS MURDOCH DRYSDALE.

FLETCHER & Co.

1oc 466 Shanghai, 1st July, 1864.

NOTICE.

MR. HANS PETER HANSSEN is this day admitted a Partner in our Firm.

DENT & Co.

1oc 460 Shanghai, 1st July, 1864.

NOTICES OF FIRMS.

NOTICE.

WE have this day established ourselves at this place, as *Public Silk Inspectors and General Commission Merchants*, under the style and firm of MAERTENS, LATHAM & Co.

AUG. H. MAERTENS.
THOS. STANLEY LATHAM.

8jy-65 470 Shanghai, 1st July, 1864.

NOTICE.

I HAVE this day admitted Mr. R. H. BALDWIN as Partner in my business, which will in future be carried on under the style of J. H. WIGNALL & Co.

J. H. WIGNALL & Co.

tf 418 Shanghai, 16th April, 1864.

NOTICE.

ON the first of May 1864, Mr. JOHN BROADHURST TOOTAL was admitted a partner in the business of the undersigned in China.

NICHOL LATIMER & Co., Shanghai.
LATIMER LITTLE & Co., Kiukiang.

tf 467 Shanghai, 6th June, 1864.

NOTICE.

MR. JOHN GEORGE DUNN is this day admitted a Partner in my Business, which will in future be carried on under the style or firm of REID & Co.

DAVID REID.

tf 331 Shanghai, 1st Jan., 1864.

NOTICE.

THE Undersigned (in the absence of Mr. ALBERT ROBINSON, M. Inst. C. E.) having been appointed Agents for Messrs. RANDOLPH, ELDER & Co., Engineers and Shipbuilders, Glasgow, are prepared to give full particulars concerning the cost of Steamers, Steam Dredging Vessels, Screw Pile Wharves, &c., and to contract for same at home prices.

Plans, models, and specifications of the above can be seen on application.

GLOVER & Co.

tf 434 Shanghai, 18th May, 1864.

NOTICE.

I have this day admitted MR. J. W. WOOD a Partner in my Business, which will in future be carried on under the Style and Firm of CERRUTI, WOOD & Co.

G. E. CERRUTI.

tf 362 Ningpo, 10th February, 1864.

NOTICE.

THE Undersigned begs to notify that he has commenced business as *Public Tea Inspector and General Commission Agent.*

W. B. KINNEAR.

tf 452 Foochow, 10th June, 1864.

NOTICE.

I have established myself at this port as *Public Tea Inspector & Commission Agent.*

E. HENRY HOW.

tf 412 Foochow, April 1st, 1864.

NOTICE.

I have this day established myself at this Port as *Merchant & General Commission Agent*, under the firm of LINCKER & Co.

A. G. LINCKER.

21ja-65 474 Swatow, 1st July, 1864.

NOTICE.

THE Undersigned have this day established a Branch of their business, as *Merchants and Commission Agents*, at this Port under the management of Mr. WILLIAM ADAMSON.

THE BORNEO COMPANY "LIMITED"

tf 218 Hongkong, 1st August, 1863.

NOTICE.—Mr. WILLIAM BEAN is authorised to sign our Firm per procuration.

INNES & Co.

3oc 498 Hankow, 1st Sept., 1864.

NOTICE.

WE have this day established a branch of our firm at Kiukiang under the management of Mr. W. F. B. SAMS who is authorised to sign our firm.

INNES & Co.

tf 457 Hankow, 1st July, 1864.

NOTICE.—Mr. EMIL HAGELSTANGE has this day been admitted a partner in our firm.

ALEXANDER ALISCH & Co.

8oc 500 Tientsin, 14th August, 1864.

NOTICE.

WE have established a branch of our Firm at Chefoo, and Mr. J. D. THORBURN will sign our Firm per procuration at that place.

MEADOWS & Co.

tf 297 Tientsin, 2nd November, 1863.

NOTICE.

Agents for Lloyds at Chefoo.

THE Undersigned have been appointed Agents for Lloyds at this port.

FERGUSSON & Co.

29oc 494 Chefoo, 1st Aug., 1864.

NOTICE.

THE Interest and Responsibility of Mr. LUDWIG WIESS in our Firm ceased on the 31st of December last.

Our Firm now consists of GEORG THEODOR SIEMSSEN, residing at Hamburg, WOLDEMAR NISSEN, RUDOLPH HANSSEN, GEORG WILHELM SCHWEMANN, FRIEDRICH ADOLPH JOOST and EMIL BRUNCKOW.

SIEMSSEN & Co.

24oc 383 China, 26th March, 1864.

NOTICES OF FIRMS.

NOTICE.

I HAVE established myself at this Port as *Merchant and General Commission Agent* under the style of DETMERING & Co

W. DETMERING.

tf 260 Chefoo, September 1863.

NOTICE.

THE interest and responsibility of Mr. P. J. BATTEKE in our firm ceased on the 30th June, and Mr. W. H. ARETZ was admitted a partner on the 1st instant.

TEXTOR & Co.

20oc 493 Yokohama, 8th Aug., 1864.

NOTICE.

I HAVE this day established myself in Yokohama as a GENERAL COMMISION AGENT, under the Firm of R. LINDAU & Co.

R. LINDAU.

24oc 456 Yokohama, May 15th, 1864.

NOTICE.—The interest and responsibility of the late EDWARD BIGBY in our firm ceased on the 31st December, 1863.

ROSS BARBER & Co.
Japan, 20th August, 1864.

NOTICE.—MR. JAMES CAMPBELL FRASER was admitted a Partner in our Firm on the 1st January, 1864.

ROSS BARBER & Co.

3de 499 Japan, 20th August, 1864.

NOTICE.

WE have this day established ourselves at this Port as *Merchants and Commission Agents* under the style and firm of STRACHAN & THOMAS.

W. M. STRACHAN.
T. THOMAS.

Yokohama, 1st July, 1864.

WITH reference to the above I beg to give notice that from this date my business at this Port will be carried on under the style and firm of STRACHAN & THOMAS.

T. THOMAS.

tf 458 Yokohama, 1st July, 1864.

NOTICE.

MR. MARON is from this day authorized to sign our Firm *per procuration* in China and Japan.

FAJARD SCHAUWECKER & Co.

tf 438 July 9th, 1864.

NOTICE.

MR. WALTER MILLER NORTON is this day admitted a Partner in our firm.

ALT & Co.

29oc 477 Nagasaki, July 1st, 1864.

JOHN POOK,
Commission Agent
4, LIME STREET SQUARE,
LONDON.

tf E. C.

INSURANCES.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000

In 400 Shares, of Taels 5,000 each.
Paid up Capital Taels 200,000.

DIRECTORS.

F. B. JOHNSON, Esq., (Messrs. Johnson & Co.) *Chairman.*
H. H. WIGGINS, Esq., *Manager Commercial Bank of India.*
F. HENDERSON, Esq., (Messrs. Jarvie, Thorburn & Co.)
F. PORTER, Esq., (Messrs. Gibb Livingston & Co.)
J. THORNE, Esq. (Messrs. Thorne Bros. & Co.)
GEORGE TYSON, Esq., (Messrs. Russell & Co.)

AGENCIES are established at the several Ports in China and Japan.

L. JOSEPHS,—*Secretary*

tf 320 Shanghai, 22nd Aug., 1864.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY INCORPORATED BY ROYAL CHARTER AND ACT OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.

For further particulars apply to

GILMAN & Co.

tf 417 Shanghai, 23rd April, 1864.

NORTH-CHINA INSURANCE COMPANY.

THE undersigned, as Agents for the above Company, accept Risks on produce shipped from this Port to Shanghai, Amoy, Foochow, Swatow and Hongkong.

MAITLAND, BUSH & Co.
Hong name—Wha-hee.

tf 370 Newchwang, January 1864.

INSURANCES.

ALLIANCE FIRE ASSURANCE COMPANY.

Capital £5,000,000 Sterling.

President:
Sir MOSES MONTEFIORE, Bart., F.R.S.
Board of Direction:
JAMES ALEXANDER, Esq., (Alexander, Fletcher & Co.)
C. J. BARNETT, Esp., (Barnett, Hoare, Barnett & Co.)
G. H. BARNETT, Esq., Glympton Park, Woodstock.
BENJAMIN COHEN, Esq., New Court.
JAMES FLETCHER, Esq., (Alexander, Fletcher & Co.)
WILLIAM GLADSTONE, Esq., (Thomson, Bonar & Co.)
G. J. GOSCHEN, Esq., M.P., for the City of London, (Fruhling & Goschen.)
SAMUEL GURNEY, Esq., M.P. for Penryn and Falmouth.
JAMES HELME, Esq., Director of the Provincial Bank of Ireland.
SAMPSON LUCAS, Esq., (Lucas, Micholls & Co.)
ELLIOT MACNAGHTEN, Esq., Director of the Provincial Bank of Ireland.
THOMAS MASTERMAN, Esq., Collingwood House, Brighton.
J. M. MONTEFIORE, Esq., Director of the Provincial Bank of Ireland.
Sir ANTHONY DE ROTHSCHILD, M.P., for the City of London.
THOMAS C. SMITH, Esq., 23, Oxford Square, Hyde Park.

ASSURANCES on buildings and contents, accepted at lowest current rates. Losses promptly and liberally settled.

JARDINE, MATHESON & Co.,
Agents in China.

tf 437 Shanghai, 20th May, 1864.

COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Marine risks on the usual terms.

Policies payable in the principal ports of India and China.

BOURJAU, HUBENER & Co.

tf 123 Shanghai 14th May, 1863.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents at this port for the above Company, are prepared to accept risks at the current rates of premium.

WILSON, CORNABÉ & Co.

1oc 463 Chefoo, 24th June, 1864.

GUARDIAN FIRE & LIFE ASSURANCE COMPANY

11, LOMBARD ST. LONDON.

Established 1821.

CAPITAL TWO MILLIONS STERLING.

Directors.

Sir Minto Farquhar, Bart., M.P., *Chairman.*
Charles Wm. Curtis, Esq., *Depy. Chairman.*
Henry Hulsey Berens, Esq.
Henry Bonham Carter, Esq.
Charles F. Devas, Esq.
Francis Hart Dyke, Esq.
Sir Walter R. Farquhar, Bart.
James Goodson, Esq.
Thomas Hankey, Esq., M.P.
John G. Hubbard, Esq., M.P.
F. H. Jansen, Esq.
G. J. Shaw Lefevre, Esq., M.P.
John Martin, Esq.
Rowland Mitchell, Esq.
James Morris, Esq.
Henry Norman, Esq.
Henry R. Reynolds, Esq.
Abraham John Robarts, Esq.
William Steven, Esq.
Henry Vigne, Esq.

SECRETARY.
Thomas Tallemach, Esq.

ACTUARY.
Samuel Brown, Esq.

Superintendent of Fire Department.
Isaac Delvalle, Esq.

The undersigned have been appointed Agents to the above named Company in China and are prepared to grant Policies here or at any of the Treaty Ports against Fire on the usual terms.

ALFRED WILKINSON & Co.

25ju-65 455 Shanghai, 25th June, 1864.

MANCHESTER FIRE ASSURANCE COMPANY.

OF MANCHESTER AND LONDON.

Capital One Million Sterling.

THE Directors have the pleasure to announce the appointment of Messrs. HOLLIDAY, WISE & Co. as Agents for this Company at Hongkong, Shanghai, Canton, Hankow, and Foochow, who are prepared to grant Insurance at current rates, and of whom all needful information may be obtained.

By order of the Board,

JAS. B. NORTHCOTT,
Secretary.

tf 319 Shanghai, 24th Dec., 1863.

INSURANCES.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks at the Current Rates of Premium.

DOW & Co.

31de 324 Shanghai, 1st January, 1864.

BOMBAY ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks on the usual terms and conditions.

DAVID SASSOON SONS & Co.

tf 170 Shanghai, 29th June, 1863.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING, INCOME—THREE HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:
JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*
RALPH BROCKLEBANK, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in drafts at 30 days sight (favor of PERCY M. DOVE, Esq.)

BOWER, HANBURY & Co.,
Agents for Shanghai.

tf 295 Shanghai, 21st Nov, 1863.

SUN FIRE OFFICE.

LONDON.

Established in 1710.

Managers:
WILLIAM HAMILTON, Esq.,
Chairman & Treasurer.
CHARLES B. FORD, Esq.,
Deputy Chairman.

The Right Hon. W. M. BERESFORD, M.P.
The Hon. P. PLEYDELL BOUVERIE.
HARRY CHESTER, Esq.
SAMUEL PEPYS COCKERELL, Esq.
RAIKES CURRIE, Esq., M.P.
JOHN DRUMMOND, Esq.
RUSSELL ELICE, Esq.
WILLIAM FRANKS, Esq.
Capt. H. G. HAMILTON, R.N.
JOSEPH HOARE, Esq.
FELIX LADBROKE, Esq.
H. F. SHAW LEFEVRE, Esq.
HENRY LITTLEDALE, Esq.
GEORG WRADE NORMAN, Esq.
BRICE PEARSE, Esq
CHARLES RICHARD POLE, Esq.
LAMBERT POLE, Esq.
CHARLES RANKEN, Esq.
HENRY RICE, Esq., M.P.
JOHN SHEPHERD, Esq.
HENRY STUART, Esq., M.P.
C. G. GEORGE THORNTON, Esq.

THE MANAGERS of the SUN FIRE OFFICE LONDON, beg leave to inform the British and Foreign Residents at Shanghai that they have constituted and appointed the undersigned as their Attorneys, to issue POLICIES OF INSURANCE against FIRE on BUILDINGS, GOODS, MERCHANDIZE, and other property, at those places.

Full particulars of RATES, &c., may be obtained on application to.

LINDSAY & Co.

tf 108 Shanghai, January 1st, 1863.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above named Company are prepared to issue Policies of Insurance against Marine Risks to the Extent of Forty Five Thousand Mexican Dollars (Mex. $45,000.) payable in either London or Amsterdam or any of the principal ports in India and China.

HAGEMEYER & Co.

25jy-65 185 Hankow, 9th July, 1863.

AUSTRALIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.

(Liability Limited.)

MARINE DEPARTMENT.

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.

Losses can be made payable in Shanghai, Hongkong, Calcutta, Melbourne, or London

AUGUSTINE HEARD & Co.

tf 308 Shanghai, 4th December, 1863.

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON.

JAMES HARTLEY & Co., *Managers.*

ESTABLISHED 1847.

THE Undersigned having been appointed Agents at Nagasaki for the above office are prepared to accept risks by first class steamers.

GLOVER & Co.

2jy-65 465 Nagasaki, 1st July, 1864.

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NEW ADVERTISEMENTS.

FOR SALE.—A fine Grey Arabian Saddle Horse perfectly gentle, and well suited for either a Lady's or Gentleman's use. Price Taels 150.

Apply to
"T. G. S." N.-C. Herald office.

o 510 Shanghai, 24th Sept., 1864.

NOTICE.—We have this day established ourselves at this place as *Merchants and Commission Agents* under the style and firm of DIECKMANN BROTHERS & Co.
H. WILH. DIECKMANN Jr.
RICHD. DIECKMANN.
Nekolajeffsk on Amur, July 1st, 1864.
24ma 511

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

Head Office, 20, Threadneedle Street, LONDON.

AGENCIES AND BRANCHES:
BOMBAY, KURRACHEE, CALCUTTA, RANGOON, SINGAPORE, BATAVIA, HONGKONG, SHANGHAI, AND HANKOW.

SHANGHAI BRANCH.

THE Bank issues Notes payable to Bearer on demand in Shanghai Currency from Tls. 5 to Tls. 500.

Current accounts kept on which interest is paid at the rate of 2 per cent per annum on the daily balances above Tls. 500 and not exceeding Tls. 30,000.

Fixed Deposits received at Rates of Interest varying according to the term of deposit.

Local Bills discounted, and advances made on approved securities.

The Bank grants Drafts on The City Bank and on its Head Office in London, buys and sells Bills on London and the several places where it has Agencies or Branches and transacts all the Customary Business of Banking and Agency.

Hours of Business
From 10 A.M. to 3 P.M.
Saturdays 10 A.M. to 1 P.M.

J. P. LYNILL,
Manager.
tf 413 Shanghai, 1st July, 1864.

Miscellaneous Intelligence.

NOTICE.—DIVINE SERVICE is held at the Union Chapel (Shantung Road) every Sunday Morning at 11 o'clock, and in the Evening at 6 o'clock, also on Thursday Evening at 6 o'clock.

LATEST DATES.

England	Aug. 29	Hankow	Sept. 17
Hongkong	Sept. 15	Nagasaki	Sept. 17
Tientsin	Sept. 8	Kanagawa	Sept. 12

Latest dates in England, from China.—
Hongkong...June 13 } Receiving via Marseilles
Shanghai..... „ 5 } Aug 2.

OPIUM QUOTATIONS
For the week ending September 23rd, 1864.

Malwa New Tls.	Old. Tls.	Patna New Tls.	Old Tls.
September			
17, 500		565	
19, 565		570 a 565	
20, 565 a 510		575	
21, 565 a 510		570 a 575	
22, 510		570	570
23, 515 a 520		570 a 575	

LATEST SHIPPING INTELLIGENCE.

ARRIVALS.—Sept. 23, *Kiangsu*, (Am. str.), from Ningpo; *Hardy*, (H. M. g. b.), ——, from cruise; *Laurel*, (Br. sh.), Moodie, from London; *Ayrshire Lass*, (Br. str.), Kirkruddy, from Fuchau & Ningpo; *Confucius*, (Chi. str.), McCoslin, from ——; *Aden*, (Br. str.), ——, from Hongkong.

DEPARTURES.—Sept. 23, *Edith Rose*, (Am. baq.), for San Francisco viâ Kanagawa; *Gerard*, (Br. str.), Quirk, for Chefoo & Tientsin; *Providence*, (Br. baq.), Lee, for Liverpool; *Pluto*, (Br. str.), for ——; *Kiangsu*, (Am. str.), Simmons, for Ningpo.

PASSENGERS.

ARRIVALS.—Per str. *Cadiz*, from Yokohama, Mr. and Mrs. Morris, Mrs. Marston, Mrs. Wright, Mrs. Danskin, Miss Joseph, Messrs. T. R. Scolfield, E. Lawrance, E. Whittall, H. Evans, Stout, H. Dent, E. Cherbert, J. F. Wallace, G. R. Corner, J. F. Bowker, F. Pfaff, Stoffield, Captain Drummond, Lieuts. A. Wood, Cardew and Dr. Sibbald. Per steamer *Aden* from Hongkong. Messrs. Berlandier, P. E. Pistorius, W. M. Primrose, A. D. Campbell, J. Allmond, Dahkoo, J. Carmock.

DEPARTURES.—Per P. & O. str. *Ganges*, Messrs. T. Robertson, E. Chesbert, P. Danskee, C. Albert R.N., J. Gregor, J. M. Muir, Rev. E. J. Hitchings, Dep. Comm. Gl. Maturine, W. Lemann, Murray, and Mrs. Danskee.

ONE of the P. & O. Co.'s steamer with the Mail for Europe, &c., is appointed to leave on Sunday, the 9th proximo.

THE London Mail of the 26th Aug., due in Hongkong on the 10th Oct., and here on the 15th. It was received last year on the 14th Oct. per *Poh-kien*.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, SEPTEMBER 24, 1864.

THE late occurrences at Shimonosaki of which we published accounts during the past week, have, it is to be hoped, taught the Japanese a lesson which they will hardly be able to forget. The pride and insolence of one of Japan's haughtiest princes have been humbled so completely as to leave little chance of any further assumption of superiority. He and, through him, the Japanese nation, have learned that against European guns and European strong hands and calculating heads, oriental ingenuity avails little or nothing. The straits which might have proved the Gibraltar of the East are now open to foreign trade, and conditions the most humiliating have been imposed on their quondam guardian. It matters little to us whether or not the central government of Japan was concerned in the demonstration made by Choshiu—whether the guns and warlike stores in which so much trust was vainly placed were or were not sent from the Imperial arsenals to swell the power of the champion of exclusiveness. The physical and moral effects would in either case be the same, namely the abasement of native pride, and the enforcement of that theory of Occidental supremacy which, ever *since the days* of the crusades, we have been engaged in forcing on the proudest nations of the East. We had indeed a long account to settle with the Japanese—personal outrages of various kinds, insults to the foreign representatives, cold blooded murders, and, lastly, a doubtful victory at Kagosima. The affair at Shimonosaki was practically a protest against any unjust inferences which might have been drawn from the questionable results of the Kagosima engagement, and we cannot but confess that we now stand vindicated. For this especial reason—that the attack on Shimonosaki was neither exclusively directed against Nagato, nor was it altogether a vindication of a principle, but on the contrary was simply an attack on one of the most important strategic points on the seaboard of Japan—the effect will be more marked. For in this case Japan was considered as a *united empire*, and not merely as a congeries of independent states, and the lesson inculcated was taught to the entire empire, and not to one so-ated prince. Thus the all important question as to the nature of the Japanese central government, although not solved, is perceptibly simplified. What steps may yet have to be taken, whether the question of central sovereignty be ever solved until the meshes of Japanese falsehood and diplomacy be cut through violently and by brute force, are subjects on which time will alone supply information. After what has been done by foreign nations a definite understanding must be arrived at, and diplomatic relations be placed on a proper footing. Hitherto we have been fighting in the dark, combating spectres, and entering into solemn covenants with a potentate who holds his power but by courtesy, and whose claim on the suffrages of his nominal dependants is vague and shadowy. Unwelcome may the task be of announcing approaching dangers and difficulties, yet before ever foreign life or foreign property can be absolutely safe in Japan the government must be reached or—an alternative to be deplored—a government must be established. English politicians of all grades, and of all shades of belief deprecate additional foreign acquisitions, or additional protectorates, yet the thinking men of the period must day by day note the approach of a time when either a radical change shall have taken place in the administration of these countries in which we are now more especially interested, or we shall be obliged to speak of the "independent" and "semi independent" princes of China and Japan. A few years more of the rebellion would probably have placed China under a foreign protectorate, a few months of railways will, practically speaking, have the same effect. The information which we have year by year acquired in China is not likely to be lost; the quicksands which encompass the Anglo or Franco-Asiatic diplomatist are now laid down with the utmost precision, and upon the Japanese will be brought to bear the concentrated experience of a quarter of a century, backed up by all the appliances of modern warlike science. Vacillation in such a case is evidently ruin, and we therefore cordially direct the sympathies of our readers towards that firm and decided line of policy adopted by their Majesties' representatives in Japan, a policy whose nature is most clearly set forth in the "Conditions imposed upon Choshiu."

THE decision arrived at by the Consular Court in the case of the *Aerolite* and *Kin-tun-mow*, will be generally hailed with satisfaction, as a warning to steamers that native as well as foreign vessels can recover damages in the Consular court for injury done to them through carelessness. Hitherto, it is to be feared, junks have frequently been sufferers from collisions without daring, or at least knowing how to claim compensation. And the knowledge that this dread or ignorance existed, has frequently encouraged masters of steamers to "hustle" native junks which lay in their way, much as foreign pedestrians are apt to hustle natives who, with habitual apathy, do not get fast enough out of their road. But this practice in the case of ships has more grave results than in the latter; and frequently serious injury is caused to native junk and boat owners, through that "incontrollable fierceness" which has become an attribute of the foreign character. Fortunately, the *Kin-tun-mow* was consigned to foreign agents, and they were able to assure the representatives of the native owners, who were on board, that the same principles of equity on which disputes between foreigners are decided by their authorities, would be brought into play when the question became one between a foreigner and a Chinese. The junk *Kin-tun-mow*, having on board a cargo of poles and chinaware, arrived in the river from Foochow on the 17th August; anchored about half a mile below the foreign shipping, and was, the same evening, run into by a foreign steamer, and so seriously injured that one of the witnesses, when asked his reason for considering her a total wreck, said "all her forward gear appeared to have gone; her cargo was adrift; her bows were stove in; she had only one mast; she was deeper forward than aft, and she had no rudder." It further transpired that four hundred and twenty five poles had been lost overboard, that all her anchors were lost and various other damages incurred. Thus cut adrift, the junk careered about the river at the whim of wind and tide, now crashing against one vessel and now another, and causing damages for which she was condemned to pay by summary execution. She was pushed by a tug on a mud bank, but was again washed off before her new anchors could reach her, and recommenced her previous erratic excursions amongst the foreign shipping. Eventually, another tug towed her, half full of water, on to the Pootung shore nearly opposite the East gate of the city. The defence set up by the vessel and steamer which had caused all this damage, was ingenious in some points, but could not be strong, because the evidence afforded by the results was too palpable. The defendants confessed that they had run into a junk, but alleged that there was no evidence to connect it with the *Kin-tun-mow*; that they had done so because they saw a steamer shewing two white lights which they thought was under weigh and coming towards them; and that the junk was anchored in mid-channel. But unfortunately for their case, the connection between the junk run into and the one in question was so palpable that the court did not think it necessary to put any question tending to establish it; the fact that steamers are not in the habit of getting under weigh with two white lights is so well-known that no credit was attached to the assertion of the plaintiffs, that they believed the one they saw so situated was moving; and one of their own witnesses, while asserting that the junk was anchored in mid-channel, asserted that it was so close to a steamer which he acknowleged was anchored in a proper position, that it could not be seen until they were almost upon it.

There were no doubt contradictions and incongruities, but these main points in the case were so clear that it seems strange the Court first assembled to try it, should have been unable to arrive at a decision. Two additional assessors were therefore summoned, before whom some additional evidence was given; and eventually, the judgment which we to-day publish was agreed on. It has evidently been carefully considered and finely argued. The *Aerolite* was in fault and the junk was entitled to damages; but was it entitled to recover the whole amount of the expense it incurred, or only a portion; was that loss caused wholly by the *Aerolite*, or was any portion of it incurred through the fault of the junk itself? The court determined that the latter was the case; that, had the junk after availing itself of the tug to get in a temporarily safe position on the mud, retained her services to bring a new anchor, the anchor might have arrived in time to enable it to moor there securely. Instead of this being done, the anchor was sent down *in a sampan, but before it could reach* its destination, the junk had floated adrift the second time, and the court held that the loss it incurred through having to make good injuries sustained by itself and inflicted by it on other vessels during this second excursion, should be borne by itself. How far a vessel in the position of this junk may be bound to employ a tug to perform such a service as bringing an anchor, may be an open question. The junk certainly would not have been adrift had not the *Aerolite* cut her from her anchorage; the latter vessel therefore was primarily responsible; and as the junk was put ashore, at not later than half ebb, it may be considered that the captain was justified in thinking he could carry an anchor to her from the city in a sampan, before the return flood should again float her. If blame attached to the junk, it was not for abandoning the services of the tug, but for delaying in procuring the anchor during the ample time which elapsed before she was again afloat. But it is shewn by the evidence that a portion of this time was taken up in going with the commander of the tug to Tong-ka-doo, to persuade the native agents of the junk to pay him for his services. Thus there is much to be said on both sides, and we incline to think that the *Aerolite*, as the prime cause of the misfortune, should have been held responsible for at least a portion of the loss incurred during the second act of the drama as well as the first. However this may be, it is satisfactory that a case of this nature has at length been brought into court and decided in favor of the Chinese. We venture to predict that it will prove the fore-runner of many similar ones.

SUMMARY OF THE WEEK.

SINCE the date of our last issue the weather has been fine and the temperature has perceptibly decreased. In Shanghai there has been rather a paucity of news. We reproduce in another column from our daily issue the remainder of the evidence taken in the case of the master and owners of the *Kin-tun-mow versus* the master of the *Aerolite*, including the additional evidence which it was found necessary to elicit before a judgment could be determined on. As will be seen by reference to the minutes, judgment was given for the plaintiffs with costs. An outrage of a very serious nature has been committed by a Chinese official in the interior, on three Germans and an Englishman, when travelling up country not far from Soochow. Baron Rudowitz and Mr. Interpreter Alabaster left for Soochow on Thursday, the 22nd instant, in the *Grete*, to investigate the affair. Li Chên-tien, one of the most distinguished heroes of Nanking, whose death was announced in a recent *Peking Gazette*, is, amongst other honors, to have three commemorative temples erected to his memory, at Anking in Anhuei. Chi An-fu in Kiang-si, and at *Nanking* respectively. As he was himself childless the Court has ordered a child to be adopted into the family and sent to Peking to be rewarded. The princedoms of I and Chên have been again revived, and a distant relation of each family will be raised to the rank of Wang. We are in receipt of a Hongkong postal notification regarding the transmission of patterns by post. By this regulation the transmission of patterns by post from Shanghai to Europe direct is prohibited. The Shanghai autumn race meeting will take place on the 9th, 10th, and 12th November next. We publish the programme in our supplementary sheet.

FROM TIENTSIN we learn that on Sunday, the 14th of August, a new foreign chapel was opened at that port. Last spring the scheme was originated by the Revd Messrs Innocent and Hall, and the design has been rapidly carried out. The church is built in the Gothic style of architecture with a square tower. The probable expense has been estimated at £ 800, towards which £ 500 has already been contributed. The necessity for such a building has been for some time time felt, and great satisfaction is expressed at its completion.

By the *Cadiz* from YOKOHAMA, we are in receipt of Japanese intelligence to the 12th instant. The prince of Chosiu had destroyed a portion of Kioto, although opposed by the Mikado's guards. It appears that towards the close of last month, Chosiu's troops, to the number of 5,000, under the command of one of his ministers, advanced on the Mikado's palace, when a general engagement ensued between them and the Mikado's men. Nearly the whole of Kioto has been destroyed by fire. Large bodies of troops were being thrown into the city. Several hundreds of Chosiu's men have been intercepted by Satsuma's troops. From this it would seem that the rumour as to the private understanding between the Tycoon and Chosiu is groundless. A serious commotion was caused in Yokohama by a quarrel between some of the Belooches and the Japanese. One of the former was struck by a stone thrown by a native, and a struggle ensued, which was terminated by the capture of three Japanese who were severely beaten by the soldiers. We publish in another column the conditions imposed upon Chosiu by the allied Admirals.

FROM NAGASAKI we learn that the Japanese are very quiet regarding their late reverses. Business is improving, both as regards natives and foreigners. Cotton is being bought extensively by the Chinese. Large quantities of tea are brought into the market, and it is appears likely that the ships at present in port will quickly be taken up. Freights were steadily improving up to latest advices.

By the papers received per *Dumbarton* on the 22nd instant, we had English mail news to the 10th and telegraphic intelligence to the 20th ultimo. The English Mail of August 10th arrived in the river yesterday the 23rd instant, bringing the same dates as previously received per *Dumbarton*. Severe Federal losses are reported, and preliminaries of peace involving the cession of the Duchies to Germany have been signed.

CONDITIONS OF PEACE WITH CHOSIU.

A PRIVATE correspondent sends us the following translation of the conditions imposed upon the Prince of Choshiu by the allied Admirals.

1.—*For the future* the ships of all nationalities shall, when passing through the straits of Shimonosaki, be treated in a friendly manner, and shall be allowed to buy coal, provisions, wood, water and every other requisite. Moreover, as the harbor is frequently the scene of violent winds and currents, no opposition shall be offered to any one anxious to land during stress of weather.

2.—*The forts* lately destroyed shall not be re-constructed, nor shall new forts be built, nor guns mounted.

3.—The town of Shimonosaki, which, having first fired on foreign ships, might justly have been destroyed, has been spared. A ransom shall be paid for this, and all the expenses of the expedition shall also be defrayed by the Prince, the amount to be decided by the Foreign Ministers at Yedo.

I AGREE to abide by the decision of the Foreign Ministers at Yedo, with regard to the points mentioned in ¶ 3. This agreement, referring only to the cessation of hostilities on this special occasion, has nothing whatsoever to do with any other questions affecting Choshiu which may require to be arranged between the native and foreign officials.

(Signed) SHIOHIDO BIZEN.
(„) MORI IDZIMO.

OUTRAGE ON FOREIGNERS BY CHINESE.

WE have been favored with the following depositions taken by H.P.M. Consul General in China, Baron de Rudowitz, in the case of the outrage perpetrated by a Chinese official at Kang Wang on three Germans and an Englishman. We regret to have to state that Murphy, the Englishman concerned, has since died from the injuries he received.

TRANSLATION of the deposition of Jules SIMON, of Mecklenburg, and Ernest Franz SATTLER, of Prussia, in the Shanghai General Hospital at 4 P.M. on the 19th of September.

JULES SIMON states:—I left Shanghai on the 3rd of September, accompanied by Sattler, an Englishman, and another German of whose name I am not sure (I think it was Joseph Hennig) for Quinsan and Soochow with the intention of going to Nishing. We did not go by the Hoo-shee Creek, as it was so distant, but took the road pointed out by a Chinese boy we had with us. From first to last there were four Europeans and four Chinese in our boat. One day and a half after we left Soochow, we landed at a village where Joseph and I went on shore, accompanied by the Chinese boy and shroff, for the purpose of buying fowls. The shroff was told to ask for the fowls which we wanted. The Chinese in the village refused to sell them. I then told the Chinaman that if they did not like to sell the fowls we should be obliged to take two of them. The Chinaman behaved in a friendly manner. We tried to catch two fowls, and while I was running after one, a Chinaman came from behind and struck me with a heavy iron instrument fastened to a bamboo. In the mean time Joseph had caught a fowl and returned to the boat. I cried for help, and Sattler and the Englishman came and assisted me to the boat. I was nearly senseless when I got on board.

SATTLER states:—When I heard the cry for help I rushed with the Englishman towards Simon, through the crowd. I made use of a sword which I took with me and liberated Simon.

SIMON states:—We then immediately shoved off the boat and pursued our way to the creek, and arrived in about quarter of an hour at the village of Kang-wang, having kept the two fowls in the boat. There we found assembled a great number of Chinaman armed with every description of weapon. They stopped our boat, dragged us out one by one and took all our clothes from us. I held my passport in my hand. We were all seized by the Mandarins being constantly flogged and ill treated on the way. The three others had no pass. After being in the street for about half an hour, the ropes were taken off our legs, and we were removed to a public place and tied to poles—each man to a separate pole. There the Chinamen came in great numbers and insulted us in the most cruel way; they spat in our faces and burned us with their pipes, we, of course, being quite naked at the time. We remained here for about two hours, when we were released and dragged (our hands and feet being still tied together) through the village to the creek, where a small boat was lying half full of water. We were stowed into this boat in a space of three by four feet each, being tied fast by the head to the boat rails, and were then carried to Soochow. We there remained in the boat under a watch, our hands being firmly tied together, so that we could not move. We got two small cakes each per day, which were put into our mouths. After three days the watch left us and we were put into our own boat, having, however, been bound more tightly than before, and not getting anything to eat. Two Chinamen (our boatman and boy) were also in the boat, tied by a chain round the neck; they gave us a little food, as they could move slightly. On the second day after the watch left, Joseph died, and the body remained in the boat. The Chinamen in our boat covered the corpse with blankets. Next night we made most strenuous efforts to get rid of our lashings, and after fire hours work with our teeth, we succeeded in getting our hands free. Next morning the Englishman went on shore to find some Europeans to help us; he found Driver, commandant of the station. He said to him, "The Soochow authorities know nothing of this; you had better proceed to Shanghai as soon as possible and make your complaint there." We therefore moved the boat down the creek and spent the night under a bridge. Having no money we could not procure anything. Next morning Sattler went to Driver who gave him five dollars, and advised him to get to Shanghai as soon as possible. We then started for Shanghai. We passed the barrier gates and were stopped, but on shewing the dead body of Joseph, they let us pass on. A short way below Soochow, we carried the dead body into the reeds alongside of the creek and left it there, having no means of burying it. We arrived at Shanghai on the evening of the 18th instant. We had never been asked for passports when going up. Before our boat was returned to us at Soochow, it had been plundered of everything. I had two suits of clothes in the boat worth about fifteen dollars. Sattler had clothes on board worth twenty-five dollars. The Englishman had a box full of

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ple clothes and forty-five dollars in Joseph had clothes worth twenty-ollars. All the provisions and clothes ging to the Chinamen were also stolen. he way up we had received fowls at ent villages without money. On the the people were very friendly and us a fowl or two. I should, under any nstances, be able to recognise the man who tore up my passport; he was r a tall man. We were never subject-any examination. When we were nto our boat at Soochow we were more y lashed, and there is no doubt that sent us into our boat expecting us to e there.

posed in our presence,

(Signed) RADOWITZ.
(") W. PROBST.

H. B. M. CONSULAR COURT.

SHANGHAI, *September 16th*, 1864.

Before—SIR HARRY S. PARKES, K.C.B., *H. B. M. Consul.*

THOMAS, Esq., R. N. } *Assessors.*
ptain T. VINCENT. }

NERS of the *Kin-lun-mow*, *versus* MASTER nd OWNERS of the British Ship *Aerolite*.

he following is the evidence for the defen-s on the above case.

U LIEN-SUNG, the supercargo, said:—I on board the steamer and the sailing ves-e day after the collision. Both vessels were ther. They were at anchor at *Lo-ka-tzu*.

EN SIAU-PING, produced the invoice of the er shipped on board the junk. (The num-of spars in the invoice was 3,098 and the in Foochow was 1,722 taels 7 mace.) The ht was 1,980 thousand cash. Some of the l was stowed in the junk and some outside. long spars were put outside and the short inside them in the bundles. There were bundles on the outside and what was in had no lashing. The charcoal and china-belonged to the crew. The wood belonged he Wo-hung-ta hong in which I am. Wo-g-ta has nothing to do with the junk, only the cargo. The owner of the junk, a Ning-nan, appointed the lou-da and crew. This ice was sent to me.

IT LIEN-SUNG, recalled, said:—The owner the junk, Wang Tun-sin, belongs to Chin-The junk was chartered by the Wo ng-ta hong to bring the cargo to Shanghai 1,930 thousand cash. There are 396 thou-l cash, which have not been paid; the nce was paid in Foh-kien. This was for one voyage commencing at the 3rd moon. junk left Foochow on the 6th day of the moon. We waited for a month in Foo-w after the cargo was on board. The k was to have gone back to the owner Ningpo. I don't know who is agent for the k here. The lou-da, when the cargo was changed was to take in mud ballast and go back Ningpo. I would have gone down to Ningpo gone home. I should go in the junk again t year. The junk goes for a voyage once a r or oftener according to the wind. We in fleets of fifty or one hundred.

Mr. EAMES said:—If the Chinese come into B. M. Court they must be judged by Bri-h law. The question is are junks to be per-tted to anchor wherever they please, with h so unwieldy cargo and without a light; ler such circumstances ships should come up no time but by daylight. He hoped to prove t the junk was lying in mid-channel without ight; that there was no one on deck nor was re any hailing. It was but prudent for the sel to come up then for she had previously n aground on the bar. The testimony of witnesses for the plaintiffs was not very co-rent on the subject of the collision. Their timony also differed very much as to the tance of the junk from the shore. The ques-n is whether the Chinese are so much more titled as prior possessors to make use of the er that they may anchor in any part of it us preventing foreign vessels from coming up cept by daylight although they may be in ngerous positions. He (Mr. E.) did not know ether the steamer was going at full speed at e time of the collision. It would be shewn at the fault lay entirely with the plaintiffs emselves. A ship might go clear of the junk when e would not go clear of the poles outside. s to the hailing, the witnesses for the defence ould prove that there had been no hailing. there had been any hailing it must certainly ve been heard, and it was not. The testimony the former witnesses generally agreed in say-g that the steamer struck thirty feet from e bow. He (Mr. E.) thought that if so, e poles must have been struck by the eamer. Defendants were not responsible r the junk's drifting about the river; having en totally abandoned by her crew. It as evident that with ordinary energy, even hinese energy, the junk once on the bank uld have been kept on it. They had plenty f poles to drive piles and there must have been eglect on their parts. The lou-da left the vessel o go to his consignees: perhaps he did not at he time think of the anchor, perhaps he did or a sailor puts great faith in an anchor. What was meant by the coils of rope was pro-ably the rope used in the junk merely rolled p. There was nothing to prevent them from making fast to the steamer or from steering, as here were three large yu-los on board which re used for that purpose. The *General Ward* ad no difficulty in towing her the next day. t is thus evident that she was not unmanagea-le.

R. E. ALLEYNE, Master of the *Aerolite*, said:—On the 17th of August, at 10 P.M. we were ground below the bar on the Pootung side. We had steam up. We had a steamer along-ide when below the bar. About 11 o'clock we ame over the bar; it was about half flood at the ime. We came up to as far as Collier and Lambert's yard. We saw three lights ahead, I hought it was a steamer under weigh. We went on and saw two steamers, one painted white, the other painted black. The Pilot gave orders to starboard the helm and round to under he black steamer's stern. We rounded to and truck a junk a little abaft the fore-mast on the wood outside the junk. It was the steamer which truck the junk. The steamer struck the spars on he port side of the junk and her bow glanced off and went through the bow of the junk in a slant-ng direction. In going along we grazed another unk and did a little damage and then came to an anchor. There were no lights on board the unk until after the collision. After the crash, ights were seen in that and many of the other unks. The junk then drifted away with the ide and we anchored ahead. I was standing on the starboard side of the poop. I saw all that appened. We anchored to the Pootung side of the black steamer. I did not sound. There was not room between the two steamers to come to. The junk was, I think, as near mid channel as possible. As soon as we got off the bank we prepared every thing for anchoring. The chief mate was on the forecastle. The boatswain was at the anchor by the cat-head. The carpenter stood next the windlass to see that the chain went out properly. We had lights set. The draft of the *Aerolite* is 19 feet 6 inch in salt water and about 20 in fresh. The vessel is 212 feet over all in length. I have never been asked to survey the damage done the *Sebastopol*, nor to go on board the junk.

To Mr. MYBURGH:—We got the pilot off the Saddles. The pilot was in charge. I did not remonstrate with the pilot for bringing the ship up. It was a moon-light night, and a good tide. It was about half flood when we crossed the bar. The river has changed so much that I cannot be expected to know whether she might have anchored a short distance off the bar. I think we were going about 5 knots per hour. The ship was in charge of a black hour. The ship was in charge of a black ball pilot. I should not have allowed the pilot to run the ship's head against a wall. It was prudent to take the vessel up with the tide as far as the Harbor Master's junk's but not amongst the shipping. I noticed three lights on board the first steamer. I saw no green or red light. The steamers were lying in a straight line in mid-channel. From abreast of the white steamer, the junk was nearly covered by the black one. If the steamer had not been there, I think the junk could have been seen a mile or more off. It was a very clear light. I have been a ship master for twenty-three years. I have often gone up with the tide by night on the Thames as far as Gravesend, and on the Mersey. Just at the time we rounded to, we went at full speed, and were going at full speed when we struck.

To Mr. EAMES:—I don't know whether the junk could have been seen if she had had a light twenty feet from the deck.

To THE COURT:—The distance between the black steamer and the junk was about two hundred feet. The junk was on the starboard quarter of the black steamer. This steamer appeared to me to be one of the large American steamers that go down to Ningpo. I think she had paddle-wheels. She was about 14 or 1500 tons, I dare say. She was high out of the water. I don't know whether she had masts. I dont know her name. The distance between the two steamers was, I should think, three or four hundred feet. At the time of collision, we were three-parts round; we rounded to the Pootung shore. The junk appeared to be deserted. The second steamer appeared to be upwards of twenty feet out of the water. I should think the black steamer was anchored fully half a mile from the Harbor Master's hulk. After the collision, it appeared to me that the river was crowded with lights. I don't know whether there was room for us to anchor in the half mile of water between the Harbor Master's hulk and the black steamer. I was not in charge. I think the pilot did every thing a prudent man could do under the circumstances.

September 17th.

JOHN SNOWDON, pilot of the *Aerolite*, said:—I recollect bringing the *Aerolite* up on the night of the 17th of August. We anchored between Collier and Lambert's yard and the brick factory. The vessel was aground at 12½ noon of the 17th, below the bar. She was aground until 10¼. The tide was half flood when she floated. It might have been three quarters flood. We proceeded towards Shanghai at 10¼ We saw a steamer with a light. I thought she was under weigh down the river and potted helm to clear her. I then saw that she was at anchor. I saw another steamer. I put the helm to starboard. I then saw two junks on the starboard bow. I ordered the steamer to go ahead full speed; immediately after that the collision took place. The steamer struck the junk on the port bow. We went up the river and anchored. We had the second steamer on our port bow. We were nearer the Pootung shore than where the junk was anchored. She was as near as possible in mid-channel. I was on the ship's poop on the port side when the collision took place. I saw no light on board the junk. I neither saw nor heard any one on board the junk at the time of the collision. Where we anchored there would be about 4½ fathoms at low water. I have been twenty-two months pilot here and am familiar with the river. The black steamer, the farthest up, was the *Mona*; I dont know the name of the other. The night was moonlight, I don't consider it dangerous to bring up a vessel with the flood on such a night. When we passed the white steamer, we were standing by the anchor; every thing was ready. The 1st mate was on the forecastle, the 2nd mate, I think, was on the maindeck. The steamer was fair athwart the tide when she struck. I did not at any time see any one on board the junk. The *Aerolite* is a long and sharp vessel. She would I think come round in once and a half her own length.

To Mr. MYBURGH:—I first came on board the *Aerolite* on the 10th of August at the Saddles; we stopped at Woo-sung for five or six days waiting for water. I was on board an unusually long time. It is not always my object to get over the job as soon as possible; I would not run any risk by coming up fast. Where we were aground was distant about seven or eight miles from where the French men-of-war anchor. There is good anchorage on this side of the bar. I ported the helm a little to get clear of the first steamer. There is deeper water by several feet on the Pootung side. There was not room to bring the ship round on the Shanghai side. I saw junks on the starboard side abreast of the white steamer. I did not send any one aloft to look out. The steamer might have hidden some of the junks. About the time I first saw this junk, I starboarded the helm. I gave the order before I saw the junk. It was too late to countermand the order when I saw the junk. I gave orders to go at full speed in order to clear the junk. There was no occasion to send a man up aloft. I, thinking the steamer was under weigh, intended to round to immediately after we passed her. I have brought up vessels by night two or three times. I know there are a number of junks always lying about. I saw junks straight ahead about half the breadth of the river off. They were lying on the Pootung shore.

To THE COURT:—I think the junk was anchored at from forty to fifty fathoms from the second steamer. The tide was running three and a half to four miles an hour. The steamer prevented me from seeing the junk. I went forward after the collision and saw my way was clear. I could see junks to the starboard side and thought there was plenty of room and that I could round-to and be clear of them. I saw the junks, but not the two junks I came in collision with. I saw junks ahead and on the starboard bow, and then put the helm a starboard. I did not see the junk which I struck before I put the helm a starboard. Midnight was the time of the collision; exactly 12 o'clock. We anchored about a cable and a half length from the black steamer. The white steamer I thought was under weigh but when I got near I saw she was at anchor. The night was moonlight; I could see across the river.

CHARLES D. BUNKER, Master of the *Vulcan*, said:—I recollect towing the ship *Aerolite* I think on the 17th August. We brought her to, as usual, below the shipping. The vessel had been aground. It is the custom to get as near the Harbor-master's hulk as possible as if the vessel be outside the limits it does not get a visit from the hulk. I could not notice whether the black steamer was a screw or paddle steamer. The other steamer was white and had three lights. I imagined from the number and position of the lights that she was under weigh. When we came near we saw she was at anchor. We could not have rounded to between the two steamers. I was in the pilot house when we were rounding to. I saw the junk a few moments before we struck her, I saw no one on board the junk from first to last. There was no hailing. I think our first blow was on the poles near the end and the steamer then glanced and took the port bow which was like framework. I don't think there was room to go farther up. We had our lights burning; the ship had two lights burning. There was no imprudence in our coming up that night; it is a common thing. Two steamers passed us while aground on the bar. I think the junk was mid-channel.

To Mr. MYBURGH:—It was fine weather. I could not have seen the hull of a vessel more than half a mile off that night; the simple fact of its being so bright, prevented us from seeing so far. I saw junks but not so far as three quarters of a mile off. Our object was to come up to the limits. We could not see the junks until it was too late. I think the junks could be seen as well from the deck as from aloft on such a night. I do not think that the steamers hid the junks. The junks were in every part of the channel on this night. I don't think there was any mistake made. I think the reason for the pilot's not anchoring before was a wish to get up to the limits.

To THE COURT:—We saw nothing until we came near the steamers; and then saw junks. I know nothing to prevent the *Aerolite* from anchoring before she came up to the white steamer. I don't delieve the distance between the two steamers was more than a cable's length; the distance between the junk and the black steamer was about the same. I think we could see about a quarter of a mile ahead. We struck another junk afterwards; I could not tell the damage done to either. The first collision was the worst. The second junk had her bulwarks knocked in. We were more than half round when we struck the first junk. The junk was on the steamer's starboard quarter and about a cable's length astern. I think the steamer got the wrosh of the second collision. I don't remember any more collisions.

JOSEPH WARD, first officer of the *Aerolite*, said:—I remember coming into collision with a junk on the 17th August. I was on the forecastle. I had been there for about an hour. I was keeping a look out, I did not see the junk before we struck. There was a steam-boat between us and the junk. I did not see the junk once before she was struck. I think we struck her on the port bow. I saw no one on board; I heard no hail. The junk was heading down the river. I am not sure whether we were right across the river or not. I do not know what damage was done the junk. We were surrounded by them next morning. The junk had no lights; but after we struck, I saw several lights. Where we anchored we had 4½ fathoms water. Our lights were burning. I saw no junks straight ahead. I do not know whether I could have gone straight on if I had seen no junks. I did not know we could not go on until we stopped.

To COURT.—I was on the look out for more than hour before the collision occurred. We began to get near the shipping and I saw several steamers anchored. The steamers appeared to have been properly anchored. It was a clear night. We could not see the junks because they were screened by the steamer. Directly we got clear of the steamer we got among the junks, rounded to and struck. I was particularly engaged in keeping a look out. I did not see the junk before we struck. (Several questions were here put by the Court shewing that the junks must have been seen by witness if he had been looking out; he denied having seen them, without giving any reason.)

NIU-LIEN-SUNG, supercargo, recalled:—There was a foreign vessel aground near the junk. She anchored at noon. We anchored at a distance of about a *li* from the foreign shipping, and I did not notice anything anchored near us afterwards. I saw no other vessel near us at the time of the collision.

WAN-SUN-YU, captain of the junk, recollects that there was one foreign vessel aground near him at the time the junk anchored. Does not remember that any steamer came and anchored near him subsequently. [The Court here said there were two steamers close to the junk. How was it he did not see them? Witness replied that there were steamers at some distance.]

MR. EAMES, in summing up for the defence, said he was sorry to find the conflict of evidence which was so prevalent in collision cases, in this case also. The testimony of the two last witnesses, especially, was very conflicting. The only way to account for the discrepancy was either that the *Aerolite* came into collision with another junk, or that the Chinamen in the *Kis-tus-mow* had gone off, as Chinese crews frequently did and left her. Either they were all absent, or some of the witnesses must have committed perjury. They had testified that the steamer was coming up the river, was going across there, how she struck &c., in the most discrepant manner. He would allude to the general testimony only in one particular. After having heard the evidence of Captain Alleyne and the pilot, he thought the Court would be satisfied that the junk had no light. There was strong testimony that no one appeared on board the junk. The Captain had especially noticed that no one was visible. Under the circumstances, therefore, they must either believe that the junk had been left at anchor, alone, or that Captain Alleyne had said what was not true. If he saw no one, no one could have been on board. All the defendant's witnesses said that they had seen no light on board, all the witnesses for the plaint said that there was one. The Court was sufficiently acquainted with them to know how recklessly they made statements. The *Aerolite* had been aground and it was desirable to get her up as soon as possible. The first trouble that was experienced was at a steamer which had two white lights at the sides at one at the mast-head. They would naturally think, why should she have these side lights if she were not under weigh. When they found that she was not, it was too late to round to as there was no room. All the witnesses agreed pretty well in their estimate of distances. Some witnesses testified that the junk was hidden by the steamer; but had she had a light it must have been visible through the rigging of the steamer. The *Aerolite* had come up and found a small vessel with a clumsy load anchored in mid channel, there was no look out and no hail. Had the Chinese so exclusive a right to the navigation of the Yang-tsze, that they could anchor anywhere? The Yang-tsze was supposed to be open, but if this were the case, it was practically closed except during the day-time. The Court must be sure that the junk was not lying near the Hong-que shore. The whole question was, whether the Chinese were to exercise ordinary skill and foresight or whether Europeans only were to do so. It was possible that the junk might have had a small paper lantern abaft the mizen-mast; but the idea of maintaining that she had a light for any practical purpose was absurd. It might probably be thought that the plaintiffs ought not to have come up at night; but he could not see why they should not. If it had been a dark night, there might have been room for question; but it was light. It was usual in case of collision for the damaged vessel to notify to the person to be sued for the damage, the time when an estimate of the injuries would be taken in order that they might be present; but this had not been done. There was a remarkable vagueness about the estimates of loss. It was quite likely that the junk was a sufferer, but it was a question whether it were not their own fault.

Mr. MYBURGH quite agreed with his friend (Mr. Eames) that the case was one of considerable importance, not only to the parties who had suffered, but also because he hoped the court would decide that pilots and masters were not at liberty to act in what any one must call so foolhardy a manner. His case, *primâ facie*, was as strong as it was possible ior a case to be. The junk was in a position where she had a perfect right to be. He would not deliberately accuse the witnesses for the defence of perjury, but their evidence shook confidence in the testimony of Europeans. There was such a thing as wilful blindness. The crew might have been on board the junk, because they made her fast to the first vessel they swung alongside of, and went on shore immediately and claimed the tug's services during the night. There was ample testimony as to the service rendered by the tugs. His friend (Mr. Eames) had tried to make a great point of the fact that the junk, having got into a safe position, did not remain there. The real question was, whether the defendants had used sufficient caution to avoid the collision. The pilot and captain ought to have protested against the ship being brought up on the flood tide. The Court knew, however, that the pilot had been seven days on board, and would clearly understand that he was anxious to get the ship up at all risks. The fact that he had come up when he did rather militated against his friend's view that his conduct had been prudent. Seeing a steamer, the people on board the *Aerolite* had jumped to the conclusion that she must be under weigh; but they surely must be aware that any vessel which moved without conforming to the Admiralty regulations in regard to her lights would not recover damages for any injury that she might incur. The defendants had also been guilty of want of caution in not sending a man aloft to see that the way was clear, instead of which they came rushing blindly up, at night on a flood tide, and found themselves in the midst of the junks. Either the junk must have been in a proper place or the steamer must have been in a wrong place. His friend had made a great point of her having no light; but it had been proved that she had a light. It might have been indifferent, but whether or not, it was a clear night and there was evidence that the junk could have been seen a mile off. It was only common justice to take into consideration the ordinary habits of the Chinese. His friend had assumed that we had a right to impose our own laws on them. But he (Mr. M.) thought that, if the plaintiffs had been guilty of negligence in the present instance, the defendants had been more so. If the Court held that both were equally to blame it would of course assess that the damage be divided equally.

September 21st.

Before—SIR HARRY S. PARKES, K.C.B., *H. B. M. Consul.*

— THOMAS, Esq., R. N. }
Captain CATES. }
Captain PATRIDGE. } *Assessors.*
Captain VINCENT. }

The Court which first sat to try this case having been unable to agree on a verdict, the case was re-opened to-day, before two additional assessors, two new witnesses were examined and two of the previous ones recalled. The evidence taken at the previous session of the Court having been read,

W. E. WRIGHT, Harbor Master's assistant, stated:—I did not see the collision, but I saw a junk adrift on the night of the 17th August. Between 12 and 1, I saw her foul the *Codabux*; I was sitting on deck on board the Harbor Master's hulk. The tide was strong flood at the time; I did not know then how she came adrift. She struck the *Codabux* on the starboard bow, glanced off, went up stream and got athwart hawse of the *Pembrokeshire*. She came against her with a great crash. The *Pembrokeshire* was the third ship from us. I had not seen the *Aerolite* before the collision with the *Codabux*. I saw her in the morning. It was a fine moonlight night. I saw the junk athwart hawse of the *Pembrokeshire*, and knew it was better for her to stay there until the tide slackened, so took no steps to get her off, intending to wait until daylight. In the morning she was fast alongside the ship. Between 7 and 8 the Captain of the *Pembrokeshire* came on board the hulk, and told me that this junk had got athwart hawse in the night and had been brought alongside. He said that damage had been done to his figure-head and other places, and he wanted to know what to do about it. I said I'd report it to the Harbor Master. The next I saw of the junk was off the point, where I boarded her and found the Captain of the *Sebastopol* in charge. I remained on board the junk and tried to make her fast by passing ropes from her to the buoy. The Captain of the *Sebastopol* told me he was in charge. He had five men with him; two were in a small boat alongside. We tried to stop the junk; there was a very strong flood at the time (12½ o'clock.) We could not do so; she ran over the buoy. I stayed on board going up. We passed through a break in the first tier of junks; at the second tier we touched and were brought up by the third tier where we made fast. We were up at about 1 o'clock. The Captain of the *Sebastopol* told me that he had come on board with a portion of his crew, finding the junk deserted. I noticed alongside the *Pembrokeshire* that the junk had her fore-mast and part of her bows knocked off. Considerable damage had been done. I would not swear that the junk at the point was the same. I think it was. She was in a similar state. I could not describe the condition of the bows. Her cargo was composed of poles and China ware. She was a wood junk. A portion of the poles had been knocked off when I saw her at the point. We knocked off several more when going up. I left the hulk shortly after 8 o'clock and returned after office hours. On the way down I saw the *Pembrokeshire*; there was no junk alongside then. I did not see the Captain of the *Pembrokeshire*. I saw another junk adrift that night (Aug. 17th) at the same time. Apparently this junk did not go further up than the *Mary Crawford*. She was close in shore. I fancy she fouled the *Mary Crawford*. I cannot say whether she made fast to her or anchored apart. The two junks passed up at the Shanghai side of the hulk. Captain Lowther told me he was master of the *Sebastopol*; I had not seen him before. A fleet of junks had arrived some days previously, and anchored below the *Ngapuhi*. They were not obstructing the channel. If we see junks in the channel we have them removed. We clear the channel for about a quarter of a mile below the hulk. On the evening of the 17th August as far as I could see, the channel was clear. There were two steamers at anchor below the hulk that night. They anchored during the night. I did not see them until the morning. About six in the evening of the 17th, I took my last look at the channel and saw it clear, with no steamers anchored in it. The steamers were the *Poyang*, and, I think, the *Mona*. I have been assistant Harbor Master for thirteen months, and have frequently had occasion to give orders to the junks. I have found them always willing to do what they are told. The fleet was all composed of wood-junks. Steamers were employed to bring the majority of them up. I should think there were seven or eight hundred in all. They sailed up to the vicinity of the hulk and then many of them took steam up. I heard nothing of the channel being obstructed by them and observed none in the channel myself.

T. T. BENSING, Master of the *Little Orphan*, said:—On the morning of the 18th August, I recollect an application being made to me about a junk. Between 1 and 2 A.M. a Chinaman came on board and asked me to come and take off his junk which was under a ship's bows. I went down accompanied by the Chinaman and found a junk across the bows of the *Pembrokeshire*. The Chinaman told me this was not his junk; his was farther down. I gave this junk a rope and pulled her from under the bow of the *Pembrokeshire* and made her fast alongside. I was quite close alongside and saw no one on board the junk. I then went down a little farther and saw another junk just getting clear from the bows of a foreign vessel and drifting up; this the Chinaman said was his. The tide was the last of the flood at the time—about 3 o'clock. I think this vessel was the *Mary Crawford*. I took hold of the junk to tow her to where the junks lay above the shipping, but found that she was unmanageable, and would not steer. She had no anchors, so I thought the only thing I could do with her was to put her on shore. I don't know why she would not steer. She had some Chinese on board. I towed her up for some distance but then the tide turned and we both drifted down. She would tow but not steer. I took her up to between Gibb Livingston's and Dent's jetties, and tried to put her ashore there, but could not, and she drifted down the river again. While she was drifting down, there was no one on board the junk. They were in boats alongside. When the junk drifted towards other junks, the poles were attempted to be cut away. The crew imagined they were in danger on board from this cause, so got into boats and sculled, keeping near her. She fouled a few junks but no foreign ships while I was with her. I put her ashore on the Shanghai side. When I put her ashore it was about 5 o'clock. She was safe where I put her for the time being. I went away and saw her again at about 9 o'clock as I passed down, nearly high and dry and in the same position. When I put her ashore the crew went on board again. I took the Chinaman that came for me up to Ton-ka-doo. He went with me to his Agents. They paid me 125 Taels rather unwillingly. I had asked 200 Tls. and they offered me Tls. 100. I did not notice a list in the junk while I was engaged about her. Her fore-mast was, I think, gone. The top work of the bow was knocked away, including the part with the eyes, but the lower part of the bow remained. She had no anchors nor cables. I know the position of the *Sebastopol*, and think it possible but not probable that the junk could have fouled her if she drifted from her position on the bank. I think she would have been brought up by other vessels lying between. The junk under the bow of the *Pembrokeshire* was a wood junk. I think she was all right when under the bow, but in pulling her out she lost her fore-mast and part of her bow. I could then have distinguished between the two junks but not now. She was afterwards cut adrift from the *Pembrokeshire* but got foul of the *Ariadne*, and was taken in tow by the *Martin White*.

C. G. BUNKER, Master of the *Vulcan*, said:—On the night of the 17th August, I told the pilot of the *Aerolite* that the river was full of junks, and that it was necessary for him to keep a sharp look-out. I did not tell him that the junks were below the shipping. I told the pilot about the junks on the way up, before we saw the lights of the steamer. I had been down in the morning and saw the junks beating up; I did not know where they were going to anchor. The junks were very numerous below the Harbor Master's hulk. I saw them there when we came to.

J. SNOWDEN, Pilot, said:—I have brought in vessels by night once or twice. I have seen vessels under weigh in the river by night. A vessel when under weigh, has a red and a green light to port and starboard respectively, and a white light at the mast-head. It was the number of the lights hoisted being three, led me to suppose that the white steamer was under weigh. A steamer shewing improper lights never came under my notice. Half speed would not have been sufficient to turn the *Aerolite* under the circumstances. I thought I should turn in a shorter space by going full speed.

Mr. EAMES, in addressing the Court for the defendants, said it appeared that three junks were brought forward as having been damaged. The evidence clearly went to prove that the junk towed by the *Little Orphan*, the owner of which junk had brought this case into Court, was very slightly injured. Whether there was justice in any of the demands made, seemed doubtful enough, but it was manifest that there could not have been justice in them all.

(See Supplement.)

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INSURANCES.

PHŒNIX FIRE ASSURANCE COMPANY.

LONDON.

Established in 1782.

Trustees & Directors:

Decimus Burton, Esq.
Travers Buxton, Esq.
Octavius Edward Coope, Esq.
William Cotton, Esq.
John Davis, Esq.
George Arthur Fuller, Esq.
Charles Emanuel Goodhart, Esq.
James Alexander Gordon, Esq.
Edward Hawkins, Jun., Esq.
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William James Lancaster, Esq.
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INSURANCES against Loss by Fire are effected by the Phœnix Company upon every description of Property, in every part of the World, on the most favorable Terms.

The promptitude and liberality with which its engagements are always met by this Company are well known, and the importance of its relations with the Public may be estimated from the fact that since its establishment it has paid more than *Eight Millions Sterling* in discharge of Claims for Losses by Fire.

The undersigned having been appointed Agents of the above Company are prepared to insure Buildings, Merchandise, Goods, and Property against Fire for *large amounts*.

They are also authorized to insure Ships in the harbour against Fire, with or without cargo.

Claims will be paid either by the Agents here or the Company in London.

HUGHES, WILLGOSS & Co.
26ma-65 387 Yokohama, 3rd Mar., 1864.

HOME AND COLONIAL ASSURANCE COMPANY,

Limited.

Capital, £2,000,000,

In 40,000 Shares of £50 each. With Power of Increase.

£1,000,000 Issued.

Directors.

Chairman: John Paterson, Esq., Director of the Alliance Bank.
Deputy-Chairman: Alexander Fraser, Esq., (Maclaine, Watson & Co. of Batavia.)
*James Anderson, Esq. (Anderson Thomson & Co.) London.
William Frederick Baring, Esq., Director of the Bank of Hindustan.
*Stephen Busk, Esq., Director of the Merchant Banking Company.
William Duthie, Esq., Director of the Standard Bank of British South Africa.
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Clark Irving, Esq., Hyde Park Square.
*Duncan James Kay, Esq., (Kay, Findlay & Co.,) London.
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T. W. L. Macken, Esq., London, Chairman of the Bank of British Columbia.
James McMaster, Esq., (late of William McMaster & Brother,) Toronto and Manchester.
Brinsley de Courcy Nixon, Esq., Queen's-gate-gardens.
Augustus Henry Novelli, Esq., (Novelli & Co.,) London and Manchester.
Felix Pryor, Esq., (of the late firm of H. and J. Johnston & Co.).
John Swindell, Esq., (Swindell & Matthews.) Mincing Lane.
William Patrick Adam, Esq., M.P., Blair Adam, Kinrosshire.
Henry Thurburn, Esq., 5, Queensborough Terrace.
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Directors of the Marine Department only.

Underwriter.

J. J. Choisy, Esq.,

Bankers.

London: The Alliance Bank, Lothbury.
" The Consolidated Bank, Fenchurch Street.

Agents.

Bombay—Messrs. Findlay, Scott & Co.
Kurrachee—Messrs. Findlay & Co.
Madras—Messrs. Binney & Co.
Calcutta—Messrs. Gladstone, Wyllie & Co.
Rangoon—Messrs. Gladstone, Wyllie & Co.
Singapore—Messrs. Maclaine, Fraser & Co.
Penang—Messrs. Fraser & Co.
Batavia—Messrs. Maclaine, Watson & Co.
China—Messrs. Turner & Co.

The undersigned having been appointed Agents for the above Company in China, are prepared to issue Policies upon Marine Risks, at current rates of premium.

TURNER & Co.
tf 480 Shanghai, 26th July, 1864.

NORTH CHINA INSURANCE COMPANY.

NOTICE is hereby given that Mr. John Stewart Mackintosh has been appointed Secretary to the Company, and is authorized to sign policies and to transact the general business of the Company.

Mr. Wm. Lemann will cease from this date to act as Secretary.

It is particularly requested that all communications be addressed to the Company's Office next to the Commercial Bank, with the Chinese Stamp "Pau-ka" and not to Messrs. Gilman & Co.'s "Taiping." Firms or persons not having the "Pau-ka" Stamp will be supplied on application to the Secretary. By order of the Directors,

W. LEMANN,
Secretary pro tem.
tf 422 Shanghai, 25th April, 1864.

INSURANCES.

LIVERPOOL AND LONDON FIRE INSURANCE COMPANY.

THE Undersigned are authorized to grant Policies against Fire on Buildings or their Contents to the extent of £20,000 at this Port and Hankow, and to £10,000 at Tientsin and Kiukiang, also on approved Chinese Buildings to the extent of £5,000.

DOW & Co.
31de 325 Shanghai, 1st January, 1864.

EASTERN MARINE INSURANCE COMPANY, REGISTERED.

THE business of this Company has been transferred to The Home & Colonial Assurance Company, Limited who will settle all claims on policies issued by the first named Company.

TURNER & Co.,
Agents.
tf 479 Shanghai, July 26th, 1864.

THE LANCASHIRE INSURANCE COMPANY.

THE Directors of the Lancashire Insurance Company have appointed Messrs. W. R. Adamson & Co. Agents for the Company at Shanghai.

By Order,
GEORGE STEWART,
General Manager.
tf 240 Manchester, July 1863.

THE NORTHERN ASSURANCE COMPANY.

CAPITAL £1,250,750 Stg.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against Fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.
tf Shanghai, 3rd February, 1862.

NOTICE.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in China for the above-named Insurance Company, are now prepared to issue Policies against Marine Risks upon the usual terms, to the extent of Mexican $47,000 by Sailing Ship, and Mexican $30,000 by Steamer.

WM. PUSTAU & Co.
22oc-64 Shanghai, 18th April, 1862.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building, situated on the British Concession at Teechuhlin, Tientsin.

SMITH, KENNED & Co.
tf Shanghai, 25th August, 1862.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to Grant Policies against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.
tf Shanghai, 9th April, 1862.

COMMERCIAL UNION ASSURANCE COMPANY.

Marine Branch: 5 Royal Exchange Avenue, LONDON.

CAPITAL, ...2,500,000.

THE Undersigned having been appointed Agents for the *Marine Branch* of the above Company, are prepared to issue Policies at current rates of Premium.

GIBB LIVINGSTON & Co.
tf 258 Shanghai, 14th Oct., 1863.

YANGTZSE INSURANCE ASSOCIATION.

THE Undersigned, having been chosen Secretaries and Agents of this Association are prepared to issue Policies upon Marine Risks at current rates of premium.

Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Fuchau and Shanghai.

In addition to the usual brokerage, this Association returns to the assured of each year, at the close of each current year, fifteen per cent of the profits of the Company for that year, divided *pro rata* to the amount of premiums paid by each Policies holder.

The following appointments of Agents for the Association have been made in the Northern Ports of China and in Japan.

S. W. Pomeroy, Jr. Esq., *at Tientsin.*
Messrs. Knight & Co., " *Newchwang.*
" Meadows & Co., " *Chefoo.*
" Walsh & Co., " *Nagasaki.*
" Walsh, Hall & Co., " *Kanagawa.*

RUSSELL & Co.,
Secretaries.
tf Shanghai, 1st November, 1862.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one Building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE Undersigned having been appointed Agents in China for the above named Company are prepared to grant Policies against Fire at Shanghai to the extent of £10,000,—on one risk, as under:

1.—On Buildings or on their contents.
2.—On Ships, lying in port, or on their contents.

For further particulars apply to

WM. PUSTAU & Co.,
Agents in Shanghai.
tf Shanghai, 1st December, 1858.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above named Company, at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored thereon.

GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

INSURANCES.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on Ordinary Marine Risks to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.
tf Shanghai, 13th February, 1857.

BANKS.

NOTICE.

THE Copartnership, in the Banking business heretofore existing between Eugene Kelly, of the City of New York, and Joseph A. Donohoe, Wm. C. Ralston, and Ralph S. Fretz, of San Francisco, under the firm name of EUGENE KELLY & Co., New York, and DONOHOE, RALSTON & Co., San Francisco, will cease on the *First Day of July*, 1864, Eugene Kelly and Joseph A. Donohoe withdrawing from the Copartnership.

The business will be settled in New York by Eugene Kelly, and in San Francisco by Wm. Ralston and R. S. Fretz.

EUGENE KELLY,
[Per J. A. Donohoe, Attorney.]
JOSEPH A. DONOHOE,
WM. C. RALSTON,
R. S. FRETZ.
San Francisco, June 13th, 1864.

The undersigned, calling attention to the foregoing card, giving notice that they will continue the business of the above Copartnership under the firm name of FRETZ & RALSTON, until the *Fifth Day of July*, 1864, when the same will be transferred to THE BANK OF CALIFORNIA, whose official circular is hereunto annexed.

WM. C. RALSTON,
R. S. FRETZ.
San Francisco, June 18th, 1864.

THE BANK OF CALIFORNIA

INCORPORATED UNDER THE LAWS OF THE STATE.

Capital Stock (paid up in gold coin)

$ 2,000,000!

WITH THE PRIVILEGE OF INCREASING

—To—

$ 5,000,000!

STOCKHOLDERS.

San Francisco.

D. O. MILLS,
WM. C. RALSTON,
R. S. FRETZ,
J. B. THOMAS,
LOUIS McLANE,
ASA T. LAWTON,
WM. E. BARRON,
THOS. BELL,
JNO. O. EARL,
WM. NORRIS,
J. WHITNEY, JR.,
O. F. GIFFIN,
WM. ALVORD,
JOSEPH BARION,
A. J. POPE,
HERMAN MICHELS,
FREDERICK BILLINGS,
GEORGE H. HOWARD,
H. F. TESCHEMACHER,
A. HAYWARD,
MOSES ELLIS,
A. B. MCCREARY,
R. M. JESSUP,
SAMUEL KNIGHT,
A. C. HENRY,
J. C. WILMERDING,
ALPHEUS BULL,
H. W. CARPENTIER.

Portland, Oregon.
JACOB KAMM.

D. O MILLS,..... .....*President.*
WM. C. RALSTON,.....*Cashier.*

Correspondents in New York, Lees & Waller, No. 33, Pine Street.
Correspondents in London, Bank of London.

The above named corporation has been organized for the purpose of carrying on the Banking and Exchange business, in all its branches, in this city, and with the interior of this State, the neighboring State and Territories, and with Mexico; also, with the Atlantic cities, Europe, China, and the East Indies; for which it is provided with ample facilities.

With the view of giving to the business of the corporation all the efficiency and promptitude of a private banking firm, together with that confidential seclusion of private business matters so generally desired, the immediate management of its affairs is committed exclusively to D. O. Mills and W. C. Ralston, as President and Cashier respectively, to whom, or either of them, the customers of the Bank will apply on all business matters.

Trustees:

D. O. MILLS,
LOUIS McLANE,
WM. NORRIS,
JOHN O. EARL,
HERMAN MICHELS,
W. C. RALSTON,
J. B. THOMAS,
THOMAS BELL,
A. J. POPE,
O. F. GIFFIN,
JAS. WHITNEY, JR.

17de 508 San Francisco, July 5th, 1864.

THE HONGKONG AND SHANGHAI BANKING COMPANY. (LIMITED.)

CAPITAL...$5,000,000,
In 20,000 Shares of $250 each.

To be Incorporated by Charter.

Provisional Committee.

Hon. F. CHOMLEY, Esq., (Messrs. Dent & Co.)
A. F. HEARD, Esq., (Messrs. Augustine, Heard & Co.)
THOMAS SUTHERLAND, Esq., (Superintendent P. & O. S. N. Co.)
G. F. MACLEAN, Esq., (Messrs. Lyall, Still & Co.)
DOUGLASS LAPRAIK, Esq.
W. NISSEN, Esq., (Messrs. Siemsen & Co.)
H. B. LEMANN, Esq., (Messrs. Gilman & Co.)
W. SCHMIDT, Esq., (Messrs. Fletcher & Co.)

BANKS.

ARTHUR SASSOON, Esq., (Messrs. David Sassoon, Sons & Co.)
ROBERT BRAND, Esq., (Messrs. Smith, Kennedy & Co.)
PALLANJEE FRAMJEE, Esq., (Messrs. P. & A. C. Cumajee & Co.)
WM. ADAMSON, Esq., Manager, Borneo Company Limited.)
GEO. J. HELLAND, Esq., (Messrs. John Burd & Co.)
RUSTOMJEE DHUNJEESHAW, Esq., (Messrs. P. F. Cama & Co.)

Counsel.

E. H. PALLARD, Esq.

The Scheme of a Local Bank for this Colony with Branches at the most important places in China, has been in contemplation for a very long period.

The local and foreign trade in Hongkong and at the open ports in China and Japan has increased so rapidly within the last few years that additional Banking facilities are felt to be required.

The Banks now in China being only Branches of Corporations whose head quarters are in England or India, and which were formed chiefly with the view of carrying on exchange operations between those countries and China, are scarcely in a position to deal satisfactory with the local trade which has become so much more extensive and varied than in former years.

This deficiency the Hongkong and Shanghai Banking Company will supply, and will in fact assume the same position with relation to this Colony as the Presidency Banks in India, or the Banks of Australia in their respective localities.

The Establishment of a Mint in Hongkong, providing an adequate supply of proper currency, will render a local Banking medium essential to carry out its operations, and the almost certain disappearance of the existing Compradoric system (so far as money is concerned) will also ensure Banks becoming in course of time the exclusive medium for the transaction of the monetary operations connected with trade.

For the anticipated success of this enterprise there are therefore ample grounds; and the great prosperity which has attended the working of other local associations in China clearly shows that the largest profits are obtained by those Public Companies which possess an interested local body of Proprietors or Shareholders whose support naturally forms a chief element of remunerative success.

The Bank will commence operations simultaneously in Hongkong and Shanghai and as the importance of its business at the latter place must be very great, it is intended to establish a local Board of Directors there for more effectually meeting the work. As circumstances render it advisable the Bank will establish Branches at other places.

In the distribution of Shares, Hongkong and Shanghai will equally participate. Shares will also be reserved for the other ports in China and Japan and for persons residing elsewhere, who are directly interested in the China Trade.

Applications for Shares must be addressed until further notice, to the Provisional Committee, care of

Messrs. DENT & Co.
tf 486 Shanghai, 3rd August, 1864.

THE Oriental Bank Corporation.

(INCORPORATED BY ROYAL CHARTER, 30TH AUGUST, 1851.)

PAID-UP CAPITAL, £1,360,000.
RESERVED FUND, £252,000

COURT OF DIRECTORS.

Harry George Gordon, Esq., *Chairman.*
William Scott Binny, Esq., *Deputy-Chairman.*
James Blyth, Esq.
John Lewis Bonhote, Esq.
William Walter Cargill, Esq.
Alexander Mackenzie, Esq.
Lestock Robert Reid, Esq.
Patrick F. Robertson, Esq.

Charles J. F. Stuart, *Chief Manager.*
Patrick Campbell, *Sub-Manager.*

BANKERS.
BANK OF ENGLAND.
UNION BANK OF LONDON.

AGENTS IN SCOTLAND.
NATIONAL BANK OF SCOTLAND.
COMMERCIAL BANK OF SCOTLAND.
R. DUNDAS CAY, 23, St. Andrew Square, Edinburgh.

AGENTS IN IRELAND.
PROVINCIAL BANK OF IRELAND.
THE NATIONAL BANK.

HEAD OFFICE—THREADNEEDLE STREET, LONDON, E.C.

SHANGHAI AGENCY.

Banking.

THE Corporation receive money on Deposit, re-payable on demand, upon which no interest is allowed.

They also receive money on Fixed Deposit, re-payable at Twelve Months Notice, upon which interest at Five per cent per annum is allowed.

They discount Bills and Notes payable in Shanghai, having at least two approved names unconnected in general partnership, and they make advances upon Bullion and Goods not of a perishable nature, in the custody of the Bank.

Exchange.

The Corporation issue Drafts on the Bank of England payable on demand, and on the Union Bank of London payable at Six months sight; and they grant Circular Notes for the use of travellers, negociable in all towns of importance throughout the world.

They also issue Drafts on the Agencies and Branches of the Corporation at Hongkong, Yokohama, Bombay, Calcutta, Ceylon, Madras, Mauritius, Melbourne, Singapore, and Sydney, at the exchange of the day.

Bills payable in Europe or in any of the above places are purchased or remitted for collection.

Information as to the rules of business may be had at the Office, or on application by letter to the Agent

D. McLEAN,
Acting Agent.
tf 90 Shanghai, August, 1864.

BANKS.

ASIATIC BANKING CORPORATION.

Incorporated by Royal Charter.

Authorised Capital £2,000,000.
Subscribed Capital £500,000 of which £300,000 is paid, and remainder in course of being called up.
Head Office—No. 4 Lombard Street.

Board of Directors.

Francis Boykett, Esq., Chairman (Messrs. Timothy Wigging and Co.)
J. A. Russell, Esq., Deputy-Chairman (Messrs. Grey and Coles, and Grey and Co., Bombay.)
Thomas Cardwell, Esq., (Messrs. Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay.)
Charles A. Fearon, Esq., (Messrs. Fearon and Co., late of Messrs Augustine Heard and Co., China.)
William Maitland, Esq., (Messrs M'Killop, Stewart and Co., Calcutta.)

Committee in Bombay.

The Hon. Michael H. Scott (Messrs. Ritchie, Steuart, and Co.)
Robert Hannay, Esq., (Messrs. Grey and Co.)
Cowasjee Jehanghier, Esq.
General Manager.—Harry John, Esq., late Agent at Bombay for Chartered Mercantile Bank of India, London and China.

Bankers.

The Bank of England.
The London Joint Stock Bank.

Brokers—Messrs. Foster and Braithwaite.
Solicitors—Messrs Freshfields and Newman.

Auditors.

Messrs Coleman, Turquand, Youngs and Co.

Agencies and Branches are being organised at Bombay, Calcutta, Singapore, Ceylon, Hongkong, and Shanghai.

The Corporation will shortly be prepared to grant Drafts, and negociate Bills of Exchange payable at the above places, issue Letters of Credit, and conduct every description of Banking business connected with the East.

6fe 485 6th August, 1864.

MISCELLANEOUS.

THE SHANGHAI GAS COMPANY.

Capital. Sh: Tls 150,000.
In 1500 Shares of Sh: Tls. 100, each.

NOTICE is hereby given that the few remaining un-allotted Shares can still be obtained on application to the undersigned.

By order of the Directors,
COWIE & Co.,
Secretaries. S.G.C.
tf 497 Shanghai, 1st Sept., 1864.

E. & H. T. ANTHONY & CO.,

501, Broadway, New York.

MANUFACTURERS of fine Photographic Chemicals, Paper, and all Photographic requisites, also of Photographic Albums and Stereoscopes.

18ju-65 454 June 18th, 1864.

N. BIRKENSTAEDT & CO.,

ARCHITECTS AND CIVIL ENGINEERS.

Sin-tuk-kee, Foochow Road.
tf 475 Shanghai, 23rd July, 1864.

JOHN GAVIN.

CIVIL ENGINEER AND ARCHITECT.

HANKOW.
tf 405 9th March, 1863.

A. MARKS and Co.,

Auctioneers and Commission Agents.

YOKOHAMA,
JAPAN.
tf 264 Yokohama, 5th October, 1863.

McKENZIE & CO.,

Ship Chandlers, Store-keepers, and Provisioners,—Soda Water, and Lemonade Manufacturers.

Yang-king Pang,
SHANGHAI.

WHITFIELD & KINGSMILL,

Civil Engineers and Architects.

Yew-kun.

Orders received for Machinery and Iron work of all descriptions to be executed in England under the superintendence of an Experienced Civil Engineer and Machinist.
tf 34 Shanghai, 23rd January, 1863.

HALL & HOLTZ,

SHIP CHANDLERS, STOREKEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAE.

W. M. MORGAN & CO.,

Brokers, Commission Agents, and Auctioneers,
D'Aguilar Street,
tf HONGKONG.

Wm. DATO and Co.,

GENERAL STORE-KEEPERS, WINE AND SPIRIT MERCHANTS,
SHANGHAI.
Yang-king-pang, Corner of Rue Montauban.
tf Shanghai, 4th April, 1862.

[*Edited by* R. ALEXANDER JAMIESON *Printed & Published every Saturday, at the North-China Herald Office, Shanghai.*]

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Mr. MYBURGH for the plaintiffs, said that the only doubtful points in the case had been fully explained by the evidence which the Court had called for that purpose. As his friend had not alluded to the evidence adduced in the past two days, and as the majority of the Court had already heard the arguments on both sides, he would merely refer to such portions of the testimony previously taken as bore upon the evidence just heard. The last witnesses must have satisfied the Court that the *Kin-tun-mow* junk, was the junk which had been run foul of by the *Vulcan*, that she was subsequently beached by the *Little Orphan*, got afloat into the flood, drifted foul of the *Sebastopol*, boarded by the Captain of the *Sebastopol* and taken abreast of the city; whence she was taken by the *General Ward*, and beached, after considerable trouble, on the Poetung shore. One thing was quite clear—that she was not the junk Mr. Wright saw alongside of the *Pembrokeshire*; that was another junk about which the Court might hear a little more. His friend had suggested that falling, in being able to prove the identity of the *Kin-tun-mow*, the owners of the two junks had thrown their claims together. He (Mr. M.) would certainly have preferred bringing two actions in cases so clear as these. For there could be no doubt in the minds of the Court that the pilot of the *Aerolite* was both guilty of negligence in coming up the river on the flood in the night, and of a want of ordinary precaution and diligence. What right had the pilot to assume that a steamer shewing three white lights was under weigh. He admitted that he had never seen a steamer underweigh which did not carry a green and red light according to the Admiralty rules. Had he not made this mistake in seamanship, the helm would never have been starboarded, the *Aerolite* would not have got into the critical position, and would not, whilst endeavouring to extricate herself from that position, have done such damage to the plaintiff's junk. The pilot was clearly guilty of gross negligence, and there was no excuse whatever for his conduct. As there was no proof of negligence on the part of the defendants, they were therefore entitled to the judgment of the Court.

The Court held the *Aerolite* to be in fault, and want of precaution on her part to have been the cause of the collision. Coming up at night, on a flood tide, she ought to have anchored earlier. The master and pilot of the ship could not excuse themselves on the plea that they thought a steamer shewing white lights was under weigh. But the Court further held that the crew of the junk did not exert themselves to place her in a safe position. They were clearly aware of the value of a tug, and if they had retained the *Little Orphan* to carry off an anchor, instead of sending it down in a sampan, they might have held their position on the mud bank, and all the subsequent damage might have been avoided. The Court therefore awarded damages to the junk as follows:—towage services of *Little Orphan* Tls. 125, repairs to hull of junk, &c., Tls. 1052, owners of cargo Tls. 212. Total Tls. 1389. Costs to be borne by defendants.

PROGRAMME OF SHANGHAI RACES.

AUTUMN MEETING, 1864.

Wednesday 9th, Thursday 10th, Friday 11th November.

FIRST DAY.

1.—THE MALOO PLATE.—Value Tls. 50.—For China Ponies.—Weight for inches as per Scale—Entrance Tls. 5 each.—½ Mile.

2.—THE ORIENTAL CUP.—Value 100 Guineas. For all Arabs.—Weight 9st.—Entrance Tls. 10 each.—1½ Miles.

3.—THE MAIDEN STAKES.—Value Tls. 75.—For China Ponies that have never run at any Meeting in China.—Weight for inches as per Scale.—Entrance Tls. 5 each.—½ Mile.

4.—THE FAREWELL CUP.—Presented by J. D. GIBB, Esq.—For English and Colonial Horses.—Weights—

English, 3 years,	.....	9st. 4lbs.
4	,, ...	10st. 0lbs.
5	,, ...	10st. 7lbs.
6	,, & aged,	10st. 10lbs.
Colonial, 3 years,	.....	7st. 11lbs.
4	,, ...	8st. 7lbs.
5	,, ...	9st. 0lbs.
6	,, & aged.	9st. 3lbs.

Entrance Tls. 10 each.—1½ Mile.

5.—THE CRITERION STAKES.—A Sweepstakes of Tls. 50 each, with Tls. 200 added from the Fund.—For all Colonial Horses that have never won in Shanghai.—Weights—

3 years,	.....	8st. 7lbs.
4	,, ...	9st. 3lbs.
5	,, ...	9st. 10lbs.
6	,, & aged,	9st. 13lbs.

Entrance Tls. 10 each.—1½ Miles.

6.—THE HAPHAZARD STAKES.—Value Tls. 200.—Weights: Arabs 8st. 7lbs.; Stud Bred 9st.; Colonial not otherwise entered at this Meeting, except for STEEPLE CHASE and HURDLE RACE, 11st.—Entrance Tls. 10 each.—1½ Miles.

SECOND DAY.

1.—THE NORTHERN CUP.—Value Tls. 50.—For China Ponies.—Weight for inches as per Scale.—Winners at this Meeting 7lbs. extra.—Entrance Tls. 5 each.—½ Mile.

2.—THE AUTUMN VASE.—Value £100.—For all Arabs.—Weight 9st.—Winner of the ORIENTAL Cup 7lbs. extra.—Entrance Tls. 10 each.—2 Miles.

3.—THE SUBSCRIPTION CUP.—Value Tls. 500. —For China Ponies.—First Pony to receive Tls. 300; Second Pony Tls. 150; Third Pony Tls. 50.—Weight for inches as per Scale.—Entrance Tls. 10 each.—1 Mile.

4.—THE BACHELORS' CUP.—Value 150 Guineas. —Presented by the BACHELORS OF SHANGHAI.—For Colonial and English Horses.—To be run for at the Autumn Meetings, and to be won two years consecutively by a Horse, or Horses the *bond-fide* property of the same Owner.—Weights: Colonial 9st. 7lbs.; English 10st. 7lbs. Professionals allowed to ride at even weights.—Entrance Tls. 10 each.—2 Miles.

5.—THE ARABIAN PLATE.—Value Tls. 250.—For all Arabs.—Weight 9st. 7lbs.—Winners at this Meeting of one Cup 7lbs. extra. —Entrance Tls. 10 each.—1 Mile.

6.—THE HONGKONG CUP.—Presented by the HONGKONG COMMUNITY.—For English and Colonial Horses.—Weights—

English, 3 years,	.....	9st. 3lbs.
4	,, ...	9st. 13lbs.
5	,, ...	10st. 6lbs.
6	,, & aged,	10st. 9lbs.
Colonial, 3	,, ...	8st. 0lbs.
4	,, ...	8st. 10lbs.
5	,, ...	9st. 3lbs.
6	,, & aged,	9st. 6lbs.

Entrance Tls. 10 each.—1½ Miles.

7.—HACK STAKES.—Of Tls. 25 each, with Tls. 100 added from the Fund.—For all Horses not otherwise entered at this Meeting.—Catch Weights.—Entrance Tls. 10 each.—Once Round.

THIRD DAY.

1.—THE HANDICAP PLATE.—Value Tls. 250.—A Handicap for all Arabs that have run at the Meeting.—To be handicapped by the Stewards at the conclusion of the Second Day's Races.—Entrance Tls. 10 each.—1½ Miles.

2.—THE CHAMPIONS' PLATE.—Value £200.—For China Ponies.—To be run for in the Autumn Meeting, and to be won two years consecutively by a Pony or Ponies, the *bóna fide* property of the same Owner.—Entrance Tls. 20 each.—2 Miles.

3.—THE SHANGHAI CUP.—Value 150 Guineas. —For English Horses only.—Weights—

4 years,	.....	8st. 7lbs.
5	,, ...	9st. 0lbs.
6	,, & aged,	9st. 3lbs.

Entrance Tls. 10.—1½ Miles.

4.—THE AUSTRALIAN CUP.—Value £100, added to a Sweepstakes of Tls. 50 each.—For Colonial Horses only.—Weights—

3 years,	.....	8st. 7lbs.
4	,, ...	9st. 3lbs.
5	,, ...	9st. 10lbs.
6	,, & aged,	9st. 13lbs.

Entrance Tls. 10 each.—3 Miles.

5.—STEEPLE CHASE.—Value £100.—For all Horses.—Weight: Arabs 9st. 7lbs.; Stud Bred 10st.; Colonial 11st.; English 12st.; —Entrance Tls. 10 each.—About 3 Miles.

6.—THE HELTER SKELTER.—Value Tls. 100.—For China and Japan Ponies.—Weight 10st. 7lbs.—Entrance Tls. 5 each.—Twice round a course to be selected by the Stewards.

7.—HURDLE RACE.—Value Tls. 200.—For all Horses.—Weight: Arabs 9st.; Stud Bred 9st. 7lbs.; Colonial 10st. 7lbs.; English 11st. 7lbs.—Entrance Tls. 10 each.—1½ Miles, over 8 Flights of Hurdles.

HOUSES & LAND.

NAGASAKI.

TO Let, a dwelling House pleasantly situated on the Sagramautre hill, particularly well adopted for invalids, or families intending to spend the summer there.

The House consists of four reception Rooms on the ground floor and four bed rooms upstairs.

Kitchen, good offices, large gardens, all in complete order.

For particulars apply to
BUISSONNET & Co.,
Shanghai.
PIGNATEL & Co.,
Nagasaki.

tf 453 Shanghai, 18th June, 1864

FOR SALE.

FOR SALE.

SHERRY Yasi's in 2 & 5 doz. cases, Tls. 8 p. doz
Port, ,, ,, ,, ,, ,, 8 ,,
Champagne, in 1 ,, ,, ,, ,, 12 ,,
Claret, (Barton & Guestier's)
St. Julien, in 1-doz. cases, ,, 8 ,,
Medoc, 1 ,, ,, 5 ,,
Cognac Brandy, 1 ,, ,, 10 ,,
do. do. 1 ,, ,, 6 ,,
India Pale Ale, 4 ,, cases ,, 2 ,,
CHAPMAN, KING & Co.

tf 223 Shanghai, 12th September, 1863.

WORKS ON SALE.

At the Presbyterian Mission Press.

BROWN'S COLLOQUIAL JAPANESE OF Conversational Sentences in English and Japanese, ...$6.00.
Martin's ANALYTICAL READER, a Short Method for Learning the Chinese written Language, ...$4.00.
EDKINS' MANDARIN GRAMMAR—a Grammar of the Chinese Colloquial Language commonly called the Mandarin Dialect, ...$5.00
EDKINS' PROGRESSIVE LESSONS in the Chinese spoken language .....$2.00.
Culbertson's China or DARKNESS IN THE FLOWERY LAND, ...$1.00.
Hernisz's Guide to Conversation in the English and Chinese Languages,.....$3 00.
Mecgowan's Phrases in the Shanghai Dialect, ...$5 00.

27ju-65 163 Shanghai, 27th June, 1863.

FOR SALE.

GIESLER'S Creaming Champagne, Port, Sherry, &c., &c.
SMITH, KENNEDY & Co.
tf Shanghai, 16th September, 1859.

Established 1814.

SLATE BILLIARD TABLES,

SOLID OR OTHERWISE, TO SUIT ALL CLIMATES. BY APPOINTMENT.

MESSRS. THURSTON & CO.,
BILLIARD TABLE MANUFACTURERS,
TO HER MAJESTY THE QUEEN, AND H.R.H. THE PRINCE OF WALES,
14, *Catherine Street, Strand, London,*
AND AT SALISBURY WHARF, ADELPHI, W.C.

Cloths of the finest texture. Balls of superior and well-seasoned Ivory turned on the truest Mechanical principles.

Inventors and Manufacturers of
THE CENTRAL REVOLVING LAMP,
Being the best Light ever constructed for Billiard Tables.

THE GAME OF BILLIARDS,
By Edwin Kentfield, of Brighton,
London; Published by the Proprietors,
THURSTON & Co.

1au-65 493 Shanghai, 13th Aug., 1864.

SCREW AND PADDLE STEAMERS, &c.

G. H. HARRINGTON & Co. MARINE ARCHITECTS, ENGINEERS AND SURVEYORS, 27, Leadenhall Street, London E. C

Contracts entered into for Building Wood or Iron Screw and Paddle Steamers, Sailing Ships, Tugs or Barges suited to Sea or River Navigation.

Patent Combination Vessels with Teak Planking and Iron Frames.

Estimates and particulars forwarded on application, and contracts made for delivery of all kinds of Vessels in China, &c.

6fe-65 492 13th Aug., 1864.

ANY ONE CAN USE THEM.

A basin of water is all that is required to produce the most brilliant and fashionable colours on
SILKS, WOOLLESS, COTTONS, RIBBONS, &c., IN TEN MINUTES,
By the use of

JUDSON'S SIMPLE DYES.

Ten colours, Price 1s. 6d., 2s. 6d., and 5s. per bottle.

These Dyes will also be found useful for imparting colour to
FEATHERS, FIBRES, GRASSES, SEAWEED, IVORY, BONE, WOOD, WILLOW SHAVINGS, PAPER,
Also for
TINTING PHOTOGRAPHS AND FOR ILLUMINATING.

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4ju-65 444

DRESSING CASES,
DESPATCH BOXES, TRAVELLING BAGS, &c.

PRIZE MEDAL, 1862.

TOULMIN and GALE,

Established One Hundred and Twenty-three Years,

MANUFACTURERS AND EXPORTERS.
Patent Indian Despatch Boxes, Dressing Cases, Travelling Bags, &c.,
7, NEW BOND STREET, W.
MANUFACTORY—SIM LANE AND BUCKLERSBURY, CITY, E.C.

15oc 411 London, 26th Feby., 1864.

OSTEOEIDON.

PATENT, MARCH 1st, 1862.

MESSRS. GABRIEL'S Invention for supplying Artificial Mineral Teeth, with soft flexible gums, entirely dispensing with the use of springs, wires, or metallic fastenings, and especially adapted for warm climates.

MESSRS. GABRIEL,
THE OLD ESTABLISHED
DENTISTS,
Diploma 1815.
27, HARTLEY STREET, CAVENDISH SQUARE
and
34, LUDGATE HILL (over BENSON'S) LONDON
LIVERPOOL: 134, DUKE STREET.
BIRMINGHAM: 65, NEW STREET.

Parties at the extremity of the globe, by forwarding particulars as to the condition of their mouths, with an enclosure of One Guinea, will receive by return that which will enable them to take an impression of the mouth, so as to enable Messrs. G. to forward either a partial or complete set of Teeth.

GABRIEL'S CELEBRATED ODONTALGIQUE, for restoring and preserving the Teeth, 10s. 6d. and 21s. per bottle. Patent White Enamel for stopping Front Teeth, warranted never to change colour, 5s. and 10s. 6d. per packet; and the Gutta Percha 1s. 6d. per box.

GABRIEL'S Practical Treatise on the Teeth, which explains the numerous advantages obtainable by their patented method, may be had of their Agents, or will be furnished direct on receipt of Twelve Stamps.

26ma-65 389 March 26th, 1864

GABRIEL.

PRACTICAL TREATISE ON THE HUMAN TEETH.
BY MESSRS. GABRIEL, LONDON, LIVERPOOL, &c.

IN some thirty pages MESSRS. GABRIEL, the well-known dentists, discuss the whole subject of the teeth and their proper treatment, for the purpose of preservation. The subject is treated philosophically and practically in all its phases, and with the information is combined much seasonable advice as to the preservation of these important ornaments of the face. The authors have had a large experience in this branch of business, and they are able to give good reasons for the modes and processes which they recommend in these pages. The functions of the true dentist are of great value in the present age, and the bulk of men and women find that it is safest and best to place themselves, in this department of surgery, in the hands of the properly qualified adviser. *Extract from "Salford Weekly News," January 4th, 1864.—As may be seen by reference to our advertising columns, Messrs. Gabriel supply Artificial Teeth and Gums on their patented system, irrespective of distance or climate.*

INDIGESTION & STOMACHIC WEAKNESS.

PEPSINE WINE.

T. MORSON & SON

Direct the attention of all suffering from these serious complaints to their far-famed preparation of Pepsine, which supplies in a palatable form the principles of digestion. Each teaspoonful contains a dose of the medicinal Pepsine.

The researches of the most eminent of the faculty of London and Paris have enabled MORSON & SON to offer the purest and surest substitute for the Gastric Juice which assimilates the food to the requirements of the human frame. Its use is now becoming universal.

Sold in Bottles 3s., 5s., and 10s. each; and may be obtained through Chemists and Druggists, and Patent Medicine Vendors.

MORSON'S PEPSINE LOZENGES
In Boxes 2s. 6d. and 4s. 6d. per box.
ALSO,
MORSON'S PEPSINE POWDER.

MORSON'S PATENT GELATINE.

A Pure and Economical Substitute for Russian Isinglass, forming A Colourless Jelly, which possesses the Nutritious and Restorative Properties of the best Calves' Feet Jelly. In Packets, 6d., 1s., and 1s. 6d. each.

MANUFACTURERS OF
CHEMICAL AND PHARMACEUTICAL PREPARATIONS,
AND WHOLESALE AND EXPORT DEALERS IN
Drugs, Medicines, & Photographic Chemicals.

WHOLESALE AND RETAIL BY

T. MORSON AND SON,
19 & 46, SOUTHAMPTON ROW, LONDON.

*** Orders (to be made payable by London Houses) are carefully prepared and shipped in any quantity to all parts of the World.

24se 397 March 26th, 1864.

PICKLES, SAUCES, JAMS, &c.,
Free from Adulteration,
Manufactured by

Crosse and Blackwell,

Purveyors to the Queen,
21, SOHO SQUARE, LONDON.

Dr. HASSALL, the great Analytical Chemist states in the *Lancet*, of February 4th, 1854 and in his Work on Food and its Adulterations, with reference to the Food Products chemically and microscopically examined by him.

"The *Samples* of Messrs. CROSSE & BLACKWELL were entirely free from Copper."

Crosse and Blackwell's

manufactures, which from their great superiority have become so universally celebrated, are obtainable from every respectable Provision Dealer in all parts of the world. Purchasers should insist upon having C. & B.'s genuine articles when they ask for them, as it is not unusual for unscrupulous dealers to substitute inferior preparations.

C. & B. invite special attention to the following, the quality of which is of the highest standard attainable.

PICKLES prepared in pure malt vinegar.

BOTTLED FRUITS for Tarts, Puddings, &c.

JAMS AND JELLIES, Marmalade, Fruits in Syrup, Crystalized Fruits. Prepared Calf's-feet and other table Jellies; Vanilla and other Creams.

PURE MUSHROOM CATSUP. Essence of Anchovies, Harvey's, Reading, Soho, Royal Table, and other choice Sauces. Essence of Coffee. Flavouring Essences. White Wine Vinegar. Durham Mustard.

SALAD OIL, the finest imported.

POTTED MEATS, Anchovy Paste, Bloater Paste. Patent Preserved Hams, Cheese, Bacon, &c. Oxford and Bologna Sausages. Yorkshire Game Pates, Yorkshire Pork Pates. Mackerel in Sauce, Kippered Herrings, Pickled Salmon in Bottles, Fried Eels, Herrings a la Sardines. Blackwall Whitebait, Fresh Oysters, Asparagus, and a great variety of other table requisites and delicacies, particulars of which will be found in their detailed Lists.

C. & B. are Special Agents for LEA & PERRINS' WORCESTERSHIRE SAUCE, PHILIPPE & CANAUD'S SARDINES, SOYER'S SAUCES, RELISH AND AROMATIC MUSTARD, CARSTAIRS' SIR ROBERT PEEL'S SAUCE, GRIMWADE'S DESSICCATED MILK, and for MASSON'S FRENCH CHOCOLATE.

To guard against frauds, consumers of C. & B.'s Preparations should purchase only from those dealers on whom they can fully rely; and should be particular to have all bottles and jars destroyed when empty, and the labels defaced. Every article sent from the Manufactory, bears on its label the address,

CROSSE & BLACKWELL,
Purveyors to the Queen,
21, SOHO SQUARE, LONDON.

31ja-65 352

NOTICE.

THE Undersigned having a supply of PILES, TIMBER and other material suitable for Wharf-building, a steam-pile-driving apparatus and an experienced Wharf-builder to superintend the same is prepared to furnish plans and estimates of cost, also to enter into contracts for the erection of Wharves.

ALBERT L. FREEMAN,
Hong-que, house adjoining HEARD & Co.'s Wharf.

tf Shanghai, 30th October, 1862.

CAUTION.

ELLWOOD'S PATENT AIR-CHAMBER HATS.

The Patentees having established the validity of their Patent, in an action tried on the 20th and 21st days of June instant, in the Court of Common Pleas at Westminster, before Lord Chief Justice Erle and a Special Jury, in which Ellwood and another of No. 24, Great Charlotte Street, Blackfriars Road, in the Borough of Southwark, Wholesale Hat Manufacturers, were Plaintiffs; and Christy and others of No. 35, Gracechurch Street, in the City of London, also Wholesale Hat Manufacturers, were Defendants; and the Jury having by their Verdict found, that the above named Defendants had infringed the Plaintiffs' Patent, and that the Invention was new in England and in India, at the date of the Letters Patent. We, the above named Plaintiffs, do hereby give notice to all Manufacturers, Dealers in, and Sellers of Hats, Caps, or Helmets, that we shall proceed by Suit in Chancery, against all persons so manufacturing, dealing in, or selling Hats, Caps, or Helmets, constructed on the principle of "ELLWOOD'S PATENT AIR-CHAMBER HAT;" unless the previous consent of the Patentees be obtained, at the same time reserving to ourselves the right of taking proceedings against prior Infringers.

Dated this 24th day of June, 1864.

JOHN ELLWOOD & SONS,
24, GREAT CHARLOTTE STREET, BLACKFRIARS ROAD, SOUTHWARK,

Patentees for Air-Chamber Hats.

CAUTION.—No Air-Chamber Hats or Helmets are genuine unless they bear the above stamp, with either Ellwood and Son's, or the seller's name in the shield.

10sep-65 502

From "The Times and Daily Papers," June 21st and 22nd, 1864.

INFRINGEMENT OF PATENTS.

COURT OF COMMON PLEAS,
WESTMINSTER, JUNE 20TH AND 21ST.

(Sittings at Nisi Prius, at Westminster, before the Lord Chief Justice ERLE and a Special Jury.)

ELLWOOD AND ANOTHER V. CHRISTY AND OTHERS.

Mr. Hindmarsh, Mr. Webster, and Mr. T. Ashton were counsel for the plaintiffs; and Mr. Bovill, Sir G. Honyman, and Mr. Murray for the defendants.

This was an action for the infringement of a patent for a double ventilating solar hat made for India, of which the plaintiff was the assignee.

The plaintiffs are hat manufacturers in Great Charlotte-street, Blackfriars-road, and the defendants are in the same way of business in Gracechurch-street. The invention was thus described in the specification of the patent:—"Each hat is composed of two parts, leaving a space or chamber between them, so that in hot climates the heat of the sun acting on the exterior of a hat shall not pass to the head of the wearer, but be greatly modified by the non-conducting properties of the air in the space or chamber. This space may be either closed, or it may have passages for air to enter and also to pass away."

The defendants pleaded "Not guilty," traversed that the plaintiff was assignee, and alleged that the invention was not new.

The jury, after considering the matter for an hour and a half, found that the defendants had infringed the plaintiffs' patent, and that the principle of the patent was new in 1851, both in England and in India.

Verdict for the plaintiffs.

tf 503

SAUCE.—LEA AND PERRINS'
WORCESTERSHIRE SAUCE.

PRONOUNCED
BY
CONNOISSEURS
TO BE THE
ONLY GOOD SAUCE AND APPLICABLE
TO
Every Variety of
DISH.

Extract of a Letter from a medical gentleman at Madras to his brother at Worcester, May, 1851.

"Tell Lea and Perrins that their sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome sauce that is made."

CAUTION.

LEA AND PERRINS

Beg to caution the public against spurious imitations of their celebrated

WORCESTERSHIRE SAUCE.

L. & P. have discovered that several of the Foreign Markets have been supplied with SPURIOUS IMITATIONS, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. *forged*.

L. and P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world, to advise them of any infringement of their rights.

ASK FOR LEA AND PERRINS' SAUCE.

*** Sold Wholesale and for Export, by the Proprietors, Worcester; Messrs. CROSSE & BLACKWELL; Messrs Barclay and Sons, London; &c., &c.; and by Grocers and Oilmen universally.

3lde 318 Dec. 24 1863.

COPPER-PLATE PRINTING.

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Shanghai, May, 1863.

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PROTECTION FROM FIRE!

PRIZE MEDAL, 1863. — TRADE MARK — PRIZE MEDAL 1863.

BRYANT & MAY'S

PATENT SPECIAL SAFETY MATCHES.

Wax Vestas and Cigar Lights.

LIGHT ONLY ON THE BOX.

The Patent Safety Match affords an instantaneous light as readily as common matches, whilst it is ENTIRELY FREE FROM ALL THEIR DANGEROUS PROPERTIES.

Patent Safety Matches in neat slide boxes.

Patent Safety Vestas in paper slide boxes, and in japanned tin boxes of 100, 250, and 500.

BRYANT and MAY, Manufacturers of Wax Vestas in round plaid boxes, and in japanned tin boxes of 50, 100, 150, 250, 500, and 1,000.

Sole Importers of Jonkoping's Taudstickor (slide boxes).

All orders made payable in London will receive immediate attention.

WHITECHAPEL ROAD, LONDON, E.

2-w-o 239 Shanghai, October 2nd, 1863.

1 year 2oct-64

AMMUNITION.

Eley's Ammunition

OF EVERY DESCRIPTION

For Sporting or Military Purposes.

DOUBLE Waterproof Central Fire Caps, Felt Waddings to prevent the leading of Guns, Wire Cartridges for killing Game, &c., at long distances, Breech Loading Cartridge Cases of superior quality for Shot Guns and Rifles, Pin Cartridges for "Lefaucheux" Revolvers of 7, 9, and 12 milimetres.

Jacob's Rifle Shell Tubes, Cartridges and Caps for Colt's.

Deane's, Tranter's, Adams', and other Revolvers.

BALL CARTRIDGES

For Enfield, Whitworth, and Henry's Rifles, also for Westley Richard's, Terry's, Wilson's, Prince's, Deane's, and other Breech Loaders.

Bullets of uniform weight made by compression from soft Refined Lead.

ELEY BROS., Gray's-Inn-Road, London, W. C.

[WHOLESALE ONLY.]

1au-65 494 o-a-f 13th Aug., 1864.

Pure Drugs, Chemicals, &c.

BURGOYNE & BURBIDGES'

Castor Oil, selected, in quarts, pints, ½, ¼, & ⅛-pints.

Currie Powder, in 2-oz., 4-oz., 8-oz. & 16-oz. bottles.

Cod Liver Oil, finest Newfoundland, in qrts., pints, and ½-pints.

Concentrated Decoction of Sarsaparilla, in quarts, pints, and ½-pints.

Essences, "Ginger & Peppermint," ½, 1, and 2-oz. corked or stoppered bottles.

Flavouring Essences, in ½, 1, and 2-oz. corked or stoppered bottles.

Fluid Extract of Dandelion, in quarts, pints, and ½-pints.

Granular Efferves: Carbonate of Iron,
Granular Efferves: Carbonate of Lithia,
Granular Efferves: Citrate of Iron,
Granular Efferves: Cit. of Iron and Quinine,
Granular Efferves: Citrate of Lithia,
Granular Efferves: Citrate of Magnesia,
Granular Efferves: Citrate of Quinine,
— PATENT CAPPED BOTTLES. These Preparations are invaluable in hot climates, as Alteratives, Tonics, Stomachics & Mild Aperients.

Pepsine Wine, ¼, ½, and pints.

Quinine in ¼, ½, and 1-oz. hermetically sealed bottles.

Salad Oil, "Finest Lucca," quarts pints, and ½-pints.

Seidlitz, Soda, Ginger Beer, and Lemonade Powders, wrapped in tin foil papers. In boxes.

Tasteless Seidlitz in one powder, in patent capped bottles in cases.

Scents:—Boquet, Frangipanni, Jasmin, Jockey Club, Lavander Water, Marechale, Millefleurs, Patchouli, Rondelitia, Spring Flowers, Verbena, Wood Violets, and every other description.

The whole of the above articles can be packed in other sized bottles, if so ordered.

Note.—The trade mark and label is affixed to every bottle, &c.

To be had through all Druggists and Storekeepers throughout the World.

BURGOYNE & BURBIDGES,

EXPORT DRUGGISTS,

COLEMAN STREET, LONDON.

Publish Monthly a Price Current of nearly

3000 DRUGS,

CHEMICAL, PHARMACEUTICAL AND PHOTOGRAPHIC

Preparations, the Prices of all

PATENT MEDICINES, SURGICAL INSTRUMENTS and APPLIANCES and every description of DRUGGISTS' SUNDRIES.

This is the most complete List ever published, and will be forwarded every month, FREE OF ALL CHARGE, to any part of the World, upon application.

. As the latest fluctuations of the market are always noted, this List is invaluable to Chemists, Druggists, Storekeepers, and Surgeons.

3de o-a-f 451 June 18, 1864.

SHIPPING INTELLIGENCE.

ARRIVALS.

Date	Vessels.	Flag & Rig.	Tons	Captain.	From	Sailed	Cargo	Consignees.
Sept.16	Tynemouth	B. str.	1142	Hellered	Hongkong	Sept 10	General	Lindsay and Co
.. 16	Kiangse	Am str	475	Simmons	Ningpo	.. 15		Russell and Co
.. 16	Alexander II.	Ha. bk	330	Brolin	Nekialeffsk		Timber	Kunst, Röhl and Co
.. 17	Fire Dart	A. str.	420	Armstrong	Ningpo			Augustine Heard and Co
.. 17	Whampoa	B. str.	115	Batten	do			David Sassoon Sons & Co
.. 17	Cadiz	B. str	480	Cates	Yokohama	.. 12	General	E. Warden, Agt. P O & Co
.. 17	Prince Kung	B. str.	135	Torckler	Chefoo & T'tsin			Newbery, Elliot and Co
.. 19	Gerard	B. str.	410	Quirk	Fuchau	.. 10	do	Smith, Kennedy and Co
.. 19	Kiangse	A. str	574	Simmons	Ningpo			Russell and Co
.. 19	Sze-chuen	A. str	475	Spencer	Hankow			Russell and Co
.. 19	Willamette	Chi. str						P. Conklin
.. 19	Ying-tze-fei	B. str.	315	Stocks	Chefoo & T'tsin		do	Trautmann and Co
.. 19	Fire Dart	A. str	420	Armstrong	Ningpo	.. 18	do	Augustine Heard and Co
.. 19	Australian	B. str.	725	Hamlin	Hongkong			Dow and Co
.. 19	Ta-pang-nyo	B. str.	517	Grindle	do			Trautmann and Co
.. 19	Petrel	B. schr	267	Sweeny	Hakodadi	.. 8	do	Dent and Co
.. 19	Heros of Alma	B. ship	635	Lass	London			Gibb, Livingston and Co
.. 19	Eclipse	A. schr	250	Comman	Fuchau		Poles	A. R. Tilby and Co
.. 19	Kate Hasting	B bark	458	Hamball	Put back			
.. 19	Julia	Fr bk			Swatow			Vaucher, Frères
.. 19	Esperanza	B. bark	384	Murrell	Sunderland	Apr 30	Coals	Dow and Co
.. 19	Hampton Court	B. ship	912	Fitcombe	Cardiff	.. —	do	Order
.. 19	Andes	B. ship	401	Burman	Swatow	Sept —	Sugar	Bower, Hanbury and Co
.. 19	Formosa	B. str.	700	Brown	Hongkong	.. 14	General	E Warden, Agt. P. & O. Co
.. 19	Ville De Granada	Fr bk	269	Bouyer	Yokohama	.. 6	Ballast	Vaucher, Frères
.. 20	Express	B. str.	290	Castilla	Hankow		General	Jardine, Matheson & Co
.. 20	Tun-sin	B. str.	600	Rowe	Ningpo	.. 19	do	Geo. Barnet and Co
.. 20	Whampoa	Br str	115	Batten	do	.. 19		David Sassoon Sons & Co
.. 20	Pembroke	B. str	243	Johnson	Nagasaki	.. 17	do	Russell and Co
.. 20	Coquette	H.M.S						
.. 20	Orion	A. ship		Whiting	Fuchau	.. 8	Poles	Russell and Co
.. 20	Hermelin	Swe bk	315	Auchterlin	Hongkong	Aug 27	General	Oxford and Co
.. 21	Ying-tze-fei	B. str.	315	Stocks	T'tsin & Chefoo		do	Trautmann and Co
.. 21	Huquong	A. str.	1339	Johnson	Hankow	Sept 17	do	Russell and Co
.. 21	Kiangse	A. str	574	Simmons	Ningpo	.. 20		Russell and Co
.. 21	Poyang	A. str	827	Blanchard	Hankow	.. 17	do	Olyphant and Co
.. 21	Beatrice	B. bark	419	Marton	Sunderland		Coals	Lindsay and Co
.. 21	Lancaster	B ship	517	Forbes	New York	Aug 9	do	Augustine Heard and Co
.. 21	Ken-san	A. ship	450	Wills	Fuchau			Order
.. 21	Basworth	B. ship	611	Nicholls	Sunderland		do	Siemssen and Co
.. 21	Glenclune	B. bark	471	Tumbull	Glasgow			Jarvie, Thorburn and Co
.. 21	Nuevo Lepanto	Spe bg	203	Baravo-da	Manila	Aug 10	General	Phillips, Moore and Co
.. 21	Lochlevon Castle	B. ship	602	Stewart	Singapore	.. 19	do	Order
.. 22	*Fire Dart*	A. str.	420	*Armstrong*	*Ningpo*	Sept 21		*Augustine Heard and Co*
.. 22	Dumbarton	B. str	944	Vincent	Hongkong	.. 18	do	Gibb, Livingston and Co
.. 22	Pearl	Bre.sch	132	Warland	Newchwang	.. 17	Livestock	Order
.. 22	Inca	B. ship	587	Ellerly	Vancrs. Island	July 17	Lumber	Jardine, Matheson & Co
.. 22	Roscote	B. ship	586	Newton	Sydney		Coals	Johnson and Co

DEPARTURES.

From the anchorage.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Despatched by
Sept.16	Demetrio Fario	Aus.bk	326	Grubick	Hongkong	Ballast	Wheelock and Co
.. 16	Glimpse	A. bark	458	Winding	Puget Sound	do	Johnson and Co
.. 16	Kiangse	Am str	574	Simmons	Ningpo	Opi., &c	Russell and Co
.. 16	Shooting Star	Sia. bk	615	Brunn	Chefoo	Sun., &c	A. R. Tilby and Co
.. 17	Sir Harry Parkes	B. str.	511	Cull	do	do	Shaw, Brothers and Co
.. 17	Lizzy Allen	B. schr	325	Staples	Hakodadi	Ballast	Lindsay and Co
.. 17	Waverley	B. ship	999	Putt	London	Tea, &c	A. Ellissen and Co
.. 17	Whampoa	B. str.	115	Batten	Ningpo	Ballast	David Sassoon Sons and Co
.. 17	*Fire Dart*	A. str.	420	*Armstrong*	do	do	*Augustine Heard and Co*
.. 17	Fusi-Yama	B. str.	2000	McQueen	H'kow & Ports		Dent and Co
.. 17	Hydaspe	Fr str	680	Armstrong	Hongkong *	Silk, &c.	Messageries Imperiales
.. 17	Ceres	Du. bk	356	Keiseger			Allen and Co
.. 17	Kiukiang	A. str	1065	Taylor	H'kow & Ports		Olyphant and Co
.. 17	Augila	B. bark	525	Wilson	Bangkok	Ballast	Jardine, Matheson and Co
.. 19	Baron Kellner	Aus. bk	381	Coltch	Newchwang	Sun., &c	Siemssen and Co
.. 19	Carita	Old. bg	280	Paasch	Tamsui	do	Wm. Pustau and Co
.. 19	Kiangse	A. str	574	Simmons	Ningpo	do	Russell and Co
.. 19	Maravi	B. bark	429	Anderson	London	Tea, &c	David Sassoon, Sons and Co
.. 19	Quick	B. brig	230	Viber	Hakodadi	T'sure, &c	Kunst Röhl and Co
.. 19	..anges	B. str	742	Berward	Hongkong *	Silk, &c	E. Warden, Agent P. and O. Co
.. 19	Mandarin	Nor. bk	218	Kudstad	Taku	Opi., &c	Wheelock and Co
.. 19	Fire Dart	A. str	420	Armstrong	Ningpo	Sun., &c	Augustine Heard and Co
.. 21	Wokee	B. str.	411	Orkney	Y'ma & H'dadi	do	Dow and Co
.. 21	Monitor	A. str	163	McCaslin	Nagasaki	do	H. K. Drake and Co
.. 21	Adeline	B. brig	235	Ramsey	Newchwang	Opi., &c	A. R. Tilby and Co
.. 21	Castle How	B. brig	260	Trumble	Ningpo	Ballast	Johnson and Co
.. 21	Garland	B. schr	103	Carter	H'dadi & Y'ma	Stores	Allen and Co
.. 21	Tun-sin	B. str	600	Rowe	Hankow		Geo. Barnet and Co
.. 21	Alice	Swe.bk	343	Deeward	Chefoo	Original	Bourjau, Hübener and Co
.. 21	Silas Greenman	Sia. sh	733	Webber	H'kong & N'po	Ballast	Wm. Pustau and Co
.. 21	Whampoa	B str.	115	Batten	Ningpo	Opium	David Sassoon, Sons and Co
.. 21	Kiangse	Am str	574	Simmons	do	Re-expts.	Russell and Co
.. 21	Sze-chuen	Am str	475	Spencer	H'kow & Ports		Russell and Co
.. 21	Confucius	Chi. str		McCaslin			
.. 22	America	Bre. bk	394	Koper	Newchwang	Opi., &c	Kunst, Röhl and Co
.. 22	Pallas	Ha. bk	551	Hartmann	Ningpo	Ballast	Russell and Co
.. 22	Fire Dart	A. str.	420	Armstrong	do	Anchors	Augustine Heard and Co
.. 22	Mona	B. str.	542	Bourn	Hongkong	Tea, &c	Gibb, Livingston and Co

* With Mails.

TUG BOATS PLYING FOR HIRE.

Name	Commander	Flag	Tons	Agents
Bunker Hill	Dobbyn	American steamer	63	Augustine Heard and Co
Defiance	Maddison	British steamer	114	A. R. Tilby and Co
Fei Yuen	Erickson			
Fokelin	Skene	British steamer	70	Captain Patridge
General Ward	Fuller	American steamer	70	Angel and Co
Hercules	Parks	British steamer		Wheelock and Co
Little Orphan	Benning	American steamer	160	Augustine Heard and Co
Martin White	Parkes	American steamer	100	Fraser and Co
Pluto	Preble	British steamer		Lindsay and Co
Powerful	Ryder	Ham. steamer	50	Wm. Pustau and Co
Titan	Cooley	British steamer		Smith, Kennedy and Co

HULKS.

Name	Commander	Flag	Tons	Agents
Berwick Walls		(Floating Hospital)		
Bethel				
Louisa		British ship	90	Dent and Co
Melbourne		British barque	594	Shaw, Brothers and Co
Ngapuhi		British ship	515	Harbor Master
Nimrod		British barque	262	H. I. M.'s customs
Philip I	Oakman	American barque	293	A. L. Freeman
Pons Ælie	Beaglehole	British barque	400	A. R. Tilby and Co
Ross				F. R. Gamwell
Samuel Stoddart				
Sea Horse				

SHIPPING IN HARBOUR AND AT WOOSUNG, SEPTEMBER 24, 1864.

MERCHANT STEAMERS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captains.	Consignees.	Destination.	Intended despatch
Anna	Aug 26	A. str.	63	Blanchard	H. Fogg and Co.		
Australian	Sept 19	B str.	725	Hamlin	Dow and Co.	N'saki Y'hama	Early
Bo-Peep	June 14	Chi. str	73	Cochrane		*Laid up*	
Cadiz	Sept 17	B. str	420	Cates	E. Warden, Agent P. and O. Co	Yokohama	17th inst
Cricket	June 1	A. str.	81	McDonald		*Laid up*	
Dumbarton	Sept 22	B. str	944	Vincent	Gibb, Livingston and Co.	Hongkong	Early
Elfin	July 28	B str	174	Thomas	Smith, Kennedy and Co.	For Sale	
Emperor	Aug 27	B. str.	106	Todd	Jarvie, Thorburn and Co		
Enterprise		A. str.	103	Draper	H. Fogg and Co.		
Express	Sept 20	B. str	200	Castilla	Jardine, Matheson and Co.	H'kow & Ports	To-day
Faust		B. str.	30		Jardine, Matheson and Co.		

MERCHANT STEAMERS.—*Continued.*

Vessels.	Date of Arrival	Flag & Rig	Tons	Captain.	Consignees.	Destination.	Intended despatch
Fei-ma	Sept 8	B. str	121	Buckland	Moses and Co.	Ningpo	To-day
Firefly					Chinese Government		
Foh-kien	May 30	B. str.	923	Johnson	Russell and Co	Repairs	
Formosa	Sept 19	B. str	700	Brown	E. Warden, Agent P. and O. Co	Hongkong	28th inst
Gerard	Sept 17	B. str.	410	Quirk	Smith, Kennedy and Co.	Chefoo & T'tsin	cld 23 inst
Grete		Pru. str	30	Hoffmann	Wm. Pustau and Co		
Huquong	Sept 21	A. str.	1339	Johnson	Russell and Co	H'kow & Ports	To-day
Kiang-loong	Aug 15	A. str.	945	West	Augustine Heard and Co	*Laid up*	
Little Mary	May 21	B. str			Lamond		
Mandarin	June 27	B. str	93	Bissen	J. H. Wignall and Co.		
Mercury	June 28	B. str.		Baynton	Reid and Co.	Fuchau	Early
Pembroke	Sept 20	B. str	243	Johnson	Russell and Co	Nagasaki	To-day
Poushan	July 23	Chi. str		Hoare	Chinese		
Pootung	Mar 30	B. str	312	Burmester	Byrne and Co.	Dock	
Poyang	Sept 21	A. str	827	Blanchard	Olyphant and Co.	H'kow & Ports	26th inst
Prince Kung	Sept 17	B. str	135	Torckler	Newbery, Elliot and Co.	F'chau & N'po	27th inst
Rose	June 20	A. str					
Shandon	May 9	B. str.	114		Moses and Co		
Shoey-leen	Sept 6	B. str.	492	Mann	Dow and Co.	Hongkong	To-day
South Western	Aug 27	B. str		Messeroy	Turner and Co.		
Sycee	May 30	B. str	83		J. H. Wignall and Co		
Tah-wah	Feb 19	A. str.	145				
Ta-pang-nyo	Sept 19	B. str	517	Grindle	Trautmann and Co.		
Taatlee	Feb 19	A. str.	60	Lowell	Russell and Co		
Tynemouth	Sept 16	B. str.	1142	Hellered	Lindsay and Co		
Wan-Loong-Fei		B str.	600	Robb	Geo. Barnet and Co		
Waratah	Feb 9	B. str	256	Harris	Moses and Co.		
Willamette	Sept 19	Chi. str			P. Conklin		
Ying-tze-fei	Sept 19	B. str.	315	Stocks	Trautmann and Co.	Chefoo & T'tsin	To-day

40 *Steamers.*]

MERCHANT VESSELS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captain.	Consignees.	Destination	Intended despatch
Aeolite	Aug 17	B. ship	911	Alleyne	David Sassoon, Sons and Co.	Liverpool	Early
Agincourt	Aug 2	B ship	794	Winchester	Gibb, Livingston and Co.	London	21st prox.
Alexander II.	Sept 16	Ha. bk	330	Brolin	Kunst, Röhl and Co		
Alexandra	Aug 23	Da. sch	195	Terberning	Wm. Pustau and Co	Tientsin	Early
Alice	Aug 17	B bark		Rowe	H. B. Cama and Co		
Amoy Trader	Sept 3	B. schr	109	Wricks	Nichol Latimer and Co.	For Sale	
Andes	Sept 19	B. ship	401	Burman	Bower, Hanbury and Co.		
Anna Helen	Sept 1	B. ship	1400	Jorra	Bourjau, Hubener and Co.	London	Early
Arabia	Aug 21	B. ship	810	Henderson	Cama and Co		
Argonaut	Aug 20	Du. bk	351	Dreher	T. Kroes and Co.	Fuchau	cld 23 inst
Ariadne	July 18	B. bark	706	Barnes	Frazar and Co.	Liverpool	Early
Ark	May 21	A bark	260	Luce	Augustine Heard and Co		
Ashmore	Sept 7	B bark	450	Jenkins	Dow and Co.		
Assam Valley	Sept 15	B. ship	1099	Oakden	Blain, Tate and Co.		
Avondhu	Aug 11	B. bark	327	Davie	Hogg Brothers	London	Early
Basworth	Sept 21	B. ship	611	Nicholls	Siemssen and Co.		
Beatrice	Sept 21	B. bark	419	Marton	Lindsay and Co		
Beemah	July 22	B ship	887	Johnson	Gilman and Co	London	Early
Belle		B. schr	115				
Birch Grove	Sept 13	B. bark	518	Byron	Frazar and Co.		
Bougeyran	Aug 21	Fr bk	369	Froger	Cheng Ho and Co	Hongkong	Early
Burman	Sept 14	B. bark	318	Walker	Chapman, King and Co.		
Canadian	Aug 20	B ship	714	Russell	Turner and Co.		
Carrizal	Aug. 1	B. bark	598	Lay	Smith, Kennedy and Co.		
Catalpa	Aug 15	A. bark	240	Stevens	Allen and Co		
Canvas Back	Sept 5	B. ship	740	Gunduron	Russell and Co		
Clara Babayan	Aug 4	B. bark	357	Perlington	Frazar and Co.		
Cleveland	Aug 13	B. bark	466	Bannister	Jardine, Matheson and Co.	London	Early
Cobang	Aug 18	B bark	357	Ackers	A. R Tilby and Co.		
Codabux	July 31	B. ship	1266	Brady	H. B. Cama and Co	Hongkong	Early
Concurrent	June 16	Da. bk	239	Iwersen	Wm. Pustau and Co	Repairs	
Constance	Aug 4	B. bark	534	Smith	Dadabhoy and Co	Liverpool	Early
Coringa	Apr 21	B. ship	888	Hubbard	A. Haldibhoy and Co.	Liverpool	Early
Countess Russell	Aug 19	B. ship	965	Thompson	Oppert and Co	London	Early
David McIver	June 16	B. ship	863	Vince	Smith, Kennedy and Co.	Liverpool	Early
Delhi	Aug 3	B ship	675	Sanderson	Smith, Kennedy and Co.		
Denis Horton	Aug 9	B. bark	706	McMullen	Jardine, Matheson and Co.	Liverpool	Early
Diligentia	Sept 3	B. ship	650	Porter	Johnson and Co		
D. F. Weber, Sr.	Aug 5	Ha. sh	618	Lieth	Wm. Pustau and Co	Fuchau	cld 23 inst
E. Ronneberg	Aug 29	Ha. bk	395	Dinesen	Oxford and Co.		
E. W. Seyburn	Sept 12	A. schr	393	Nye	H. Fogg and Co.		
Eclipse	Aug 25	Swe bk	360	Agren	Wm. Pustau and Co		
Eclipse	Sept 19	A schr	250	Comman	A. R. Tilby and Co.	Fuchau	Early
Edith Rose	July 18	A bark	500	Wattington	Olyphant and Co.	San Francisco	cld 22 inst
Ee-Lee	Aug 1	Sia. bk	300	Pounsbery	A. R. Tilby and Co.	Chefoo	Early
Esperanza	Sept 19	B bark	384	Murrell	Dow and Co.		
Falcon	Aug 7	B bark	337	Barker	Dent and Co		
Fiorella	July 28	A ship	800	Peabody	Olyphant and Co.		
Game Cock	Sept 13	A. ship	1395	Williams	Angel and Co.		
General Morgan	Aug 21	A schr	138	Lane	Frazar and Co.		
Geo Berker	Sept 6	Mec bk	107	Behnck	Oxford and Co.		
Glenclune	Sept 21	B. bark	471	Tumbull	Jarvie, Thorburn and Co		
Gottorp	Aug 22	Old. sh	719	Wieriechs	Wm. Pustau and Co		
Gwalior	Sept 12	B. brig	344	Thomson	Fletcher and Co.	Liverpool	Early
Halcyon		Re.cut					
Hampton Court	Sept 19	B. ship	912	Fitcombe	Order		
Her Majesty	Aug 17	B. ship	1112	Seymour	Dadabhoy and Co	Liverpool	Early
Heros of Alma	Sept 19	B. ship	635	Lass	Gibb, Livingston and Co.		
Hermelin	Sept 20	Swe.bk	315	Auchterlin	Oxford and Co.		
Hilde-bein	Sept 14	Han.bk	344	Wilder	Russell and Co		
Isabella	Sept 14	B. ship	1090	Keller	Fletcher and Co.		
Inca	Sept 22	B. ship	587	Ellerly	Jardine, Matheson and Co.		
James Miller	Aug 10	A. schr	471	Carbonett	Angel and Co.		
J. Stanton Junr	July 6	B. ship	724	Johns	Blain, Tate and Co.		
J. W. Seaver	Sept 12	A. bark	259	Snow	Oxford and Co.		
James Russel	Aug 24	B. ship	678	Griffith	Hogg Brothers		
Julia	Sept 19	Fr bk			Vaucher, Frères		
Kaffir Chief	Sept 12	B. schr	186	James	Order		
Kate Hasting	Sept 19	B. bark	458	Hamball			
Ken-san	Sept 21	A. ship	450	Wills	Order		
Kirkland	Aug 22	B. bark	295	Colledge	Tuksing and Co.		
L. Andersola	Aug 19	Fr bk	320	Coppermoulen	Nichol Latimer and Co.		
Lady McNaght'n	July 6	B. ship	570		Geo. Barnet and Co.		
Lancaster	Sept 21	B. ship	517	Forbes	Augustine Heard and Co.		
Leichardt	June 28	B. ship	589	Gething	Fletcher and Co.	London	Early
Lochlevon Castle	Sept 21	B ship	602	Stewart	Order		
Mary Crocker	July 7	B bark	373	Stuber	H. B Cama and Co		
Mermaid	Aug 2	B bark	461	Gibson	A. R. Tilby and Co.	Fuchau	cld 22 inst
Meta	Sept 12	Da. sch	120	Mesbelfen	Kunst, Röhl and Co		
Nabob	July 6	A. bark	535		Olyphant and Co.		
Narcies	Aug 31	Da bg	189	Hellfritz	Oxford and Co.		
Nora Greame	Aug 2	B. ship	1001	Bake	Hogg Brothers	Liverpool	Early
Nuevo Lepanto	Sept 21	Spe bg	203	Baravoeda	Phillips, Moore and Co.		
Orion	Sept 20	A. ship		Whiting	Russell and Co		
O'Thyen	Aug 27	Old. sh	600	Addiks	Bourjau, Hubener and Co.	For Sale	
Ottilie	Sept 2	Han.bk	545	Schramme	A. Ellissen and Co.		
Padang Padjang	July 4	Du. bk	573	Kehling	T. Kroes and Co.		
Palawan	Aug 6	B. ship	694	Page	Lindsay and Co		
Patna	Aug. 1	B. bark	325	Lewis	Dent and Co	Liverpool	Early
Pearl	Sept 22	Bre.sch	132	Warland	Order		
Petrel	Sept 19	B. schr	267	Sweeny	Dent and Co		
Prince of Wales	Aug 4	B. schr	238	Crabble	Dow and Co.	New York	cld 22 inst
Providence	Aug 11	B. bark	316	Lee	Dow and Co.	Liverpool	cld 22 inst
Pudel	Aug 31	Ha. bk	388	Kalckloser	Turner and Co.		
Queen of Nations	July 22	B. ship	846	Mitchell	Smith, Kennedy and Co.	London	Early
Queen of the East	July 31	B ship	854	Bera	Smith, Kennedy and Co.		
Queen of the Ocean	July 23	B ship	674	Ellison	Order		
Quivive		B. schr	107	Brown	David Sassoon, Sons and Co.		
Recife	July 31	B. bark	481	Douglas	Blain, Tate and Co.		
Rifle	Sept 5	B. bark	324	Elliot	Chapman, King and Co.	London	Early
Rigi	Aug 21	Fr bk	400	Pontac	Vaucher, Frères	Repairs	
Roscote	Sept 22	B. ship	586	Newton	Johnson and Co		
Rolla	July 3	B. brig	114	Roberts	Hogg Brothers		
Roodee	Aug 2	B. ship	1035	Shelford	A. R. Tilby and Co.	Liverpool	Early
Sagitta	Aug 29	Du. bk	278	Bakker	T. Kroes and Co.		
Sailor Home	Aug 31	B ship	1210	Bryant	D. Khakoo and Co.	Liverpool	Early
Sarah Newman	June 16	A. ship	900	Cobb	Augustine Heard and Co.		
Sarah Neumann	July 2	B. ship	1000	Thomas	Johnson and Co.	London	cld 23 inst
Savoir Faire	Aug 4	B. ship	1396	Melkee	Turner and Co	Liverpool	Early
Sebastopol	Mar 16	B. ship	934	Lowther		*Laid up*	
Southern Empire	June 16	B. ship	1142	Dunlop	Dadabhoy and Co	Liverpool	Early
Speedwell	Aug 24	Han.bk		Hick	Jardine, Matheson and Co.		
Spirit of the Deep	Aug 21	B. ship	627	Hewitt	Jardine, Matheson and Co.		
Springwood	Aug 21	B. ship	990	Smith	Johnson and Co		
Tofa-Comb	June 19	B. ship	673	McPhun	Hogg Brothers	London	Imdt
Tory	Aug 15	B. bark	451	Barroe	Cama and Co	For Sale	
Tycoon	July 30	B. bark	271	Burdis	A. R. Tilby and Co.		
Ville De Granada	Sept 19	Fr bk	269	Bouyer	Vaucher, Frères		
White Eagle	Sept 2	B. ship	993	Williams	Olyphant and Co.		
Woodville	Sept 14	B. bark	361	Lawrence	Lindsay and Co		
Wrecker	June 18	B. schr	148				
Yaratilda	July 2	B. ship	720	Donough	Lindsay and Co	London	Early

122 *Vessels.*]

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SHANGHAI TEA, SILK, COTTON AND OPIUM RETURNS. FOR SEASON 1864–1865.

From Imperial Maritime Customs.

TEA.

GREAT BRITAIN.

Ship.	Cleared	Destination	Congou	Souchong	Oolung	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun Powder.	Total Green.
Total as per last Report			150791.52	40.32	8.64	...	...	150840.48	733.70	11.00	6785.86	1445.96	96.13	810.07	2153.01	5777.38	17813.11
Waverly	Sept. 16	London	6666.11	...	...	...	...	6666.11	...	...	1599.15	76.32	37.29	163.32	385.92	963.82	3225.82
Maravi	" 17	do	1241.92					1241.92									
Providence	" 22	Liverpool	177.59					177.59									
		Piculs	158877.14	40.32	8.64	...	..	158926.10	733.70	11.00	8385.01	1522.28	133.42	973.39	2538.93	6741.20	21038.93

HONGKONG AND COAST PORTS.

Ship	Cleared	Destination	Congou	Souchong	Oolung.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun Powder.	Total Green.
Total as per last Report			3501.79	0.90	...	...	...	3502.69	182.74	...	0.23	89.96	...	...	0.22	11.22	284.37
Nanzing	Sept 12	Tientsin	...	...	...	...	140.00	140.00	...	...	...	...	...	...	...	...	...
Ganges	Sept. 22	Hongkong	1.50	...	...	...	...	1.50	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Piculs	3503.29	0.90	...	...	140.00	3644.19	182.74	...	0.23	89.96	...	...	0.22	11.22	284.37

UNITED STATES.

Ship.	Cleared.	Destination.	Congou.	Souchong.	Oolung.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial	Gun Powder.	Total Green.
Total as per last Report		...	...	...	...	...	...	...	...	...	97.60	...	...	...	137.55	73.62	308.77
Prince of Wales	Sept. 22	New York.	...	...	...	...	...	...	...	...	755.41	208.47	110.60	130.53	251.60	26.32	1482.90
			...	...	...	...	...	...	...	...	853.01	208.47	110.60	130.53	389.15	99.94	1791.70

SILK.

GREAT BRITAIN.

Ship	Cleared	Destination	Raw Bales	Raw Piculs	Thrown Bales	Thrown Piculs	Total Bales	Total Piculs	Re-exports Bales	Re-exports Piculs	Transhipment Bales	Transhipment Piculs	Coarse Bls.	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons Bales	Cocoons Piculs
Total as per last Report			44	35.17	.....		44	35.17	48	31.19½	.....		10	14.30	240	433.41	.....	
Hydaspe	Sept. 17	London	70	55.92	.....		70	55.92	.....		.....		....		20	48.56	.....	
Ganges	" 22	"	943	752.84	.....		943	752.84	.....		.....		....		.....		.....	
			....		.....		.....		.....		.....		....		.....		.....	
			1057	843.93	.....		057	843.93	48	31.19½	.....		10	14.30	260	481.97	.....	

HONGKONG.

Ship	Cleared	Destination	Raw Bales	Raw Piculs	Thrown Bales	Thrown Piculs	Total Bales	Total Piculs	Re-exports Bales	Re-exports Piculs	Transhipments Bales	Transhipments Piculs	Coarse Bls	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons Bales	Cocoons Piculs
Total as per last Report			10300	8191.46	7	7.20	10307	8198.66	164	119.76½	1075		..		....		87	130.00
Hydaspe,	Sept 17	Hongkong	4	4.70	....		4	4.70	....		....		..		....		....	
Ganges,	" 22	"	35	28.00			35	28.00			126		7	5.53	....			
			10339	8224.16	7	7.20	10346	8231.36	164	119.76½	1101		7	5.53	....		87	130.00

COAST PORTS.

Ship.	Cleared	Destination	Raw. Bales	Raw. Piculs	Thrown Bales	Thrown Piculs	Total. Bales	Total. Piculs	Re-exports Bales	Re-exports Piculs	Transhipments Bales	Transhipments Piculs	Coarse Bls.	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons Bales	Cocoons Piculs
Total as per last Report			29	23.20	.....		29	23.20	....		....		..		....		1	1.05
Volunteer	Sept. 14	Foochow	....		....		....		....		....		..		2	1.22	....	
			29	23.20	....		29	23.20	....		....		..		2	1.22	1	1.05

UNITED STATES.

Ship	Cleared	Destination	Raw. Bales	Raw. Piculs	Thrown Bales	Thrown Piculs	Total Bales	Total Piculs	Re-exports Bales	Re-exports Piculs	Transhipments Bales	Transhipments Piculs	Coarse Bls.	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons Bales	Cocoons Piculs
Total as per last Report			51	40.76	....		51	40.76	74	55.90	....		..		....		....	
P. of Wales	Sept. 22	New York	47	37.59	....		47	37.59	....		9		..		....		....	
			98	78.35	....		98	78.35	74	55.90	9		..		....		....	

THE CONTINENT.

Ship.	Cleared	Destination	Raw Bales.	Raw Piculs	Thrown Bales	Thrown Piculs	Total Bales	Total Piculs	Re-exports Bales	Re-exports Piculs	Transhipment Bales	Transhipment Piculs	Coarse Bls	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons. Bls.	Cocoons. Pls.
Hydaspe	Sept. 17	Marseilles	487	397.64	.....		487	397.64	....		....		....		....		....	

COTTON.

Ship.	Cleared	Great Britain. Export	Great Britain. Re-export	Great Britain. Transhipped	Hongkong. Export	Hongkong. Re-export	Hongkong. Transhipped	Coast Ports. Export	Coast Ports. Re-export	Coast Ports. Transhipped	India. Export	India. Re-export	India. Transhipped	America. Export	America. Re-export	America. Transhipped	Total. Piculs.
Total as per last Report		53,773	19,711	..	16,873	5,117	1,036	8,584	604	102	..	..	..	..	..	..	105,800
Maravi	Sept. 17	1,053	1,000	..	..	..	..	..	..	..	..	..	..	..	..	..	2,713
Oriflamme	" 17	..	..	..	..	..	..	582	199	..	..	..	..	..	..	..	781
Providence	" 22	1,492	715	..	..	..	..	..	..	..	..	..	..	..	..	..	2,207
Ganges	" 22	..	..	..	200	..	..	..	..	..	..	..	..	..	..	..	200
		56,318	22,086	..	17,073	5,117	1,036	9,166	803	102	..	..	..	..	..	..	111,701

N.B.—In the above list fractions of a picul less than one half are neglected, while portions greater than one half are counted as one picul.

OPIUM.

From July 1st to September 17th, 1864.

IMPORTED.

	Malwa. Chests.	Malwa. Weight.	Patna Chests	Benares. Weight.
Total as per last Report	3563	3503.00	1891	2269.20
Imported and stored on board Receiving Vessels	369½	369.50	272	326.40
Imported for re-exportation without being stored on board Receiving Vessels, or landed	14	14.00	..	..
Imported direct to the shore	5	5.00	..	..
Total	3951½	3951.50	2163	2595.60

Landed from Receiving Vessels and intended chiefly for local consumption.

Total as per last Report	2705½	1701.75	1665	1997.85
From Sept. 10th to Sept. 17th	124½	124.50	117	140.40
Total	2830	1826.25	1782	2138.25

RE-EXPORTED.

Description.	Chinkiang. Chests.	Chinkiang. Weight	Kiukiang. Chests.	Kiukiang. Weight.	Hankow. Chests.	Hankow. Weight.	Chefoo. Chests.	Chefoo. Weight	Tientsin. Chests.	Tientsin. Weight	Newchwang. Chests.	Newchwang. Weight	Ningpo. Chests	Ningpo. Weight.	Foochow. Chests.	Foochow. Weight.	Hongkong. Chests.	Hongkong. Weight.	Total. Chests.	Total. Weight.
Total as per last Report	232½	232.50	634	634.20	308	311.20	118	119.20	642	648.00	144	144.00	433½	443.25	5	5.00	2	1.00	2519	2539.75
Malwa	42	42.00	74	74.00	50	50.00	..	..	..	..	5	5.00	27	27.00	..	..	..	..	198	198.00
Patna & Benares	..	..	..	...	..	..	..	..	..	..	..	...	..	..	..	..	..	..	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	274½	274.50	708	708.20	358	361.20	118	119.20	642	642.80	149	149.00	460½	470.25	5	5.00	2	1.00	2717	2737.75

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